

ALL HANDS

MAGAZINE OF THE U.S. NAVY

JULY 1986



Open House



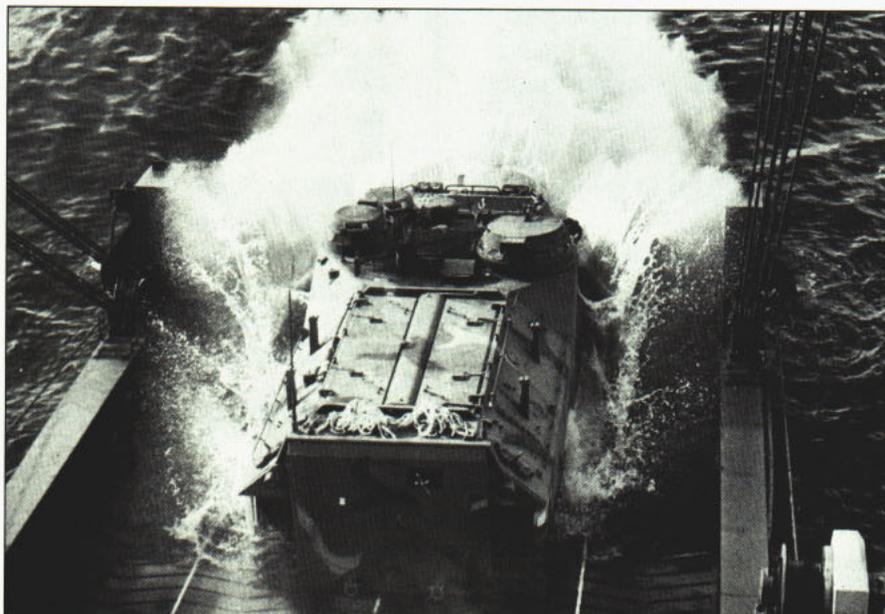
Nancy Reagan presents Jason Weiner with the Great American Family Award for the Department of the Navy as family members look on: (l-r) Alexander, 19; Mrs. Weiner; Daniel, 16; Nathan, 23; and Andrew, 27. Douglas, 15, and Mary, 26, are not pictured. Jason is a project engineer at Naval Training Systems Center, Orlando, Fla. Alexander is a midshipman at the U.S. Naval Academy, Class of '88. Mrs. Weiner is an educator and author. Daniel, a freshman at University of Central Florida, is a talented musician and speaks 10 languages fluently despite being totally blind and partially deaf. Nathan is an Electrician's Mate Fireman training at Great Lakes Service School. Andrew is an experimental physicist with Bell Communications. Douglas is a sophomore at Winter Park High School and Mary holds a B.A. in Fine Arts from Tufts University. Photo by PH1 Chuck Mussi.

ALLHANDS

MAGAZINE OF THE U.S. NAVY

JULY 1986 — NUMBER 832

63rd YEAR OF PUBLICATION



Page 8

4 Safety and Survivability

Taussig takes the message to the fleet

8 Agile Sword '86

Bringing the brigade ashore

18 Open House

The day John Q. Public visits the military

22 CNO promotes excellence

Watkins, Trost meet with 20 flag officers

24 Tattoos

Think twice, then think again

38 Navy Rights & Benefits, No. 5

Your Retirement

2 Navy Currents / 32 Bearings / 36 Mailbuoy/Reunions

Front Cover: The Blue Angels were among the key attractions at Andrews AFB, Md., during Armed Forces Day Open House. Photo by PH1 Chuck Mussi.

Back Cover: An amphibious landing craft comes ashore during operation Agile Sword '86. Photo by JO2 Jodelle Blankenship.

Navy Currents

Paperwork reduction hotline

A paperwork reduction hotline is now in operation at Naval Reserve Force headquarters in New Orleans. The administrative hotline has been established to help field units with questions relating to efforts to reduce unnecessary paperwork.

For all field units outside Louisiana, the hotline number is 1-800-922-2033; in Louisiana, (504) 942-6739. □

G.I. Bill reminder

An 8.71 percent reduction in Veterans Administration benefits available through the Vietnam-era G.I. Bill became effective March 1 this year. Basic entitlements per month for full-time use are now \$343 for veterans with no dependents, \$409 with one dependent, \$466 with two dependents, and \$29 more per month for each additional dependent.

Maximum period of entitlement is 45 months. People using in-service G.I. Bill benefits will be reimbursed only for tuition and fees, with maximum payments not to exceed \$343 per month.

Navy people planning to retire and take advantage of Vietnam-era G.I. Bill benefits before the Dec. 31, 1989, deadline must have served three continuous years of active duty beyond July 1, 1985—or until July 1, 1988—to qualify for benefits under the new G.I. Bill. For individuals not meeting those time requirements, G.I. Bill benefits will end with the expiration of the Vietnam-era G.I. Bill on Dec. 31, 1989. □

Military retirement reform

Congress has passed an act revising military retirement pay for new entrants. Beginning Aug. 1, 1986, officers and enlisted people entering the Armed Forces can look forward to retirement pay, at 20 years, based on 40 percent of the average of their highest three years of pay. However, those Navy men and women

will receive 50 percent retirement pay when they reach age 62.

Another change is in the cost-of-living adjustment. Retirees will not receive the full cost-of-living adjustment, but will have an adjustment equal to Consumer Price Index, minus 1 percent. Again, at age 62, the retiree will have previous cost-of-living reductions restored, but "CPI minus one" will continue.

These changes to the Armed Forces retirement system affect only individuals entering the service after July 30, 1986. Retirement benefits for individuals now on active duty remain unchanged. □

CHAMPUS payment changes

CHAMPUS now will pay for care in residential treatment centers on the basis of fixed daily rates rather than paying billed charges. Payment rates at the residential treatment centers will be set at a maximum of \$280 daily, according to signed agreements between CHAMPUS and the centers.

Due to the fixed-rate agreement, the centers may not charge a patient's family more than what the agreement calls for, and the family need pay only its normal share of the cost as determined by CHAMPUS regulations. For active duty families, the share would be \$7.30 each day or \$25 each admission, whichever is greater; retiree families pay 25 percent of the new fixed daily rate.

After July 1, 1986, CHAMPUS will not approve admissions to any center that does not have a new agreement. Families can contact the CHAMPUS Benefit Authorization Branch, telephone (303) 361-8526, for a list of centers that have signed agreements. □

DoD to stockpile blood

Thanks to research conducted at a Navy laboratory, the Department of Defense has developed a program that should greatly decrease the mili-

tary's dependence on battlefield transfusions and blood flown in from the United States during times of war and other emergencies overseas.

Under the program, "Military Blood Program 2004," 200,000 to 300,000 units of frozen blood will be stockpiled and prepositioned by the year 1992. Work by researchers at the Naval Blood Research Laboratory in Boston indicates that when new freezing techniques are used, red blood cells, platelets and plasma can be safely stored for much longer than previously believed possible.

Using the new techniques, frozen red blood cells can be stored safely for 20 years. The shelf life of red blood cells, using previous techniques, was 35 days.

The Department of Defense plans to build its stockpile of frozen blood over the next five years. Major amphibious ships are slated as the first military units to receive frozen blood products beginning in the next fiscal year. The target date for prepositioning frozen blood stockpiles at major supply depots in Europe and Asia is sometime in 1988. □

Transfer selection board

It's not too early for officers to apply for the November 1986 transfer/redesignation selection board. Applications must arrive at Naval Military Personnel Command (NMPC-211) by Sept. 11.

Officers assigned overseas or to deployed units, and those needing multiple endorsements, are encouraged to submit applications early to allow sufficient mailing time. All applications for the transfer/redesignation selection board will be acknowledged by letter.

Officers are also encouraged to get a copy of their microfiche record, to ensure the most recent fitness report is on file.

To get a microfiche copy of your service record, write: NMPC-312, Navy Department, Washington, D.C. 20370-5312. Include your full name, grade, Social Security Number, signature and complete return address. □

ALL HANDS

Secretary of the Navy

John F. Lehman Jr.

Chief of Naval Operations

ADM Carlisle A. H. Trost

Chief of Information

RADM J. B. Finkelstein

CO Navy Internal Relations Activity

CDR A. E. Schmoker

XO Navy Internal Relations Activity

CDR David W. Thomas

Director of Publications

Joanne E. Dumene

All Hands Editor

W. W. Reid

All Hands Assistant Editor

JOCS Barbara A. Cornfeld

Associates for Art and Layout

Richard C. Hosier

Michael David Tuffli

DM1 D. J. Aspery

Writers

JO1(SW) E. Foster-Simeon

JO2 Michael McKinley

JO2 Lynn Jenkins

Candace Sams

NIRA Print Media Division also publishes *Direction* magazine, *Navy Editor Service*, *Wifeline*, and *Captain's Call Kit*.

All Hands (USPS 372-970) is published monthly by Navy Internal Relations Activity. Phone (202) 325-0495; AUTOVON 221-0495 for editorial; (202) 695-1884, AUTOVON 225-1884 for distribution. Message: NAVINRELACT WASHINGTON DC. Second-class postage paid Alexandria, Va. 22332, and additional mailing offices. The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. POSTMASTER: Send address changes to Navy Internal Relations Activity, Rm. 2E329 Pentagon, Washington DC 20350-1200. Other correspondence and submissions to *All Hands*, NIRA Print Media, Rm 8N11, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200. *All Hands* is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington DC 20402.



USS S...
FFG 88

USS S...
FFG 88

RECEIVED BY...
MARCH 1985
RECEIVING OFFICER...
KILSTRIP

Safety and Survivability

Taussig takes the message to the fleet

"As I speak, there are four fires burning somewhere in the Navy." These were the words of Joseph K. Taussig Jr., special assistant secretary of the Navy for safety and survivability, as he addressed the chief petty officers and senior petty officers aboard USS *Simpson* (FFG 56). "Fire safety is a big part of my life right now, and the best way to stop fires is through training, alertness and awareness," he said during *Simpson's* recent one-day transit from its home base in Newport, R.I., to Portland, Maine.

Taussig sailed with *Simpson* to discuss with the officers and crew what his office is doing to make life safer for the sailor at sea and what the sailors can do to help themselves.

Commanded by Cmdr. H. Wyman Howard Jr., this *Oliver Hazard Perry*-class guided missile frigate, commissioned in 1985, was selected by Taussig as a prototype experimental platform for on-site surface ship testing of new safety and survivability technologies which may be adaptable for Navy use.

In seeking direct access to a surface

vessel, Taussig specifically asked for *Simpson* because he knew Howard was a strong adherent of shipboard safety. Taussig explained his eagerness to work directly with shipboard sailors by saying that with them, he is able "to talk to people who know how to think." He said he has found "deck plate sailors" to be

quite ingenious in finding new ways to make the best use of safety materials.

Having more than 18 years of experience as a fire safety applications engineer in the civilian community, Taussig brings to his position the ability to recognize new technological breakthroughs which could upgrade fire safety in hazardous



Asst. Secretary Taussig worked closely with the captain and crew of USS *Simpson* to find ways to make all Navy vessels safer.

Safety and Survivability

environments. He believes that having sailors test new safety items at sea, under conditions as close as possible to actual operations, will provide a better measure of a product's reliability than by using simulated laboratory conditions. He refers to this as "proven technology application."

Taussig is an affable and gregarious man, whose sense of humor quickly helps him strike a good rapport with whomever he meets. But he considers fire afloat as no laughing matter. He is concerned when it comes to shipboard safety and survivability, especially in the area of fire protection.

"There is a constant fire problem in the Navy," Taussig said. "The Navy will lose millions of dollars in material due to fire . . . but that doesn't bother me as much as losing people and having to tell a family, 'sorry, your son is dead.'"

In his meetings with *Simpson's* crew, Taussig stressed quick reaction, leadership and training as the keys to surviving fires. He shared with them his own desperate experience on Dec. 7, 1941. He was officer of the deck on the battleship *Nevada* (BB 36) when the Japanese attacked Pearl Harbor.

"When the enemy strike was over, *Nevada* had a 20-foot by 40-foot hole in its port bow from a torpedo hit and 14 fires burning from bomb hits and near misses," stated Taussig. "Fifty-three men were dead and over 100 were wounded, including myself."

He said that *Nevada* was the only battleship that was able to get underway, "thanks to the teamwork of all the enlisted personnel in the damage control parties. These men knew each other, knew every other man's job and knew the ship. They knew how to react to the disaster because their level of training was superior." He added that teamwork and ingenuity were the keys to survival that day and that good petty officer leadership was the catalyst that brought the two together.

Taussig said that leading petty officers are still the backbone of safety and survivability afloat and "it is up to them to

get the team going and to react properly in a disaster." Taussig is living testimony to the importance of professional response to disaster, for although he has an artificial left leg as a result of wounds received at Pearl Harbor, it could have been worse if the *Nevada* petty officers and crew hadn't responded as they did.

Following his discussion of the human factors involved in fire safety and ship survivability, Taussig introduced his rapt *Simpson* listeners to some of the latest fire retardant materials. The crew's interest was understandable—they may eventually be testing those materials for possible shipboard use throughout the fleet.

From a briefcase, which Taussig refers to as his "traveling laboratory," he took a large brown glove. He put it on his left hand and casually poured lighter fluid into the glove's palm. He then struck a match to the fluid and a small blaze erupted in the middle of his hand.

Everyone's attention was on the flame as Taussig explained that the glove was knitted from a material called Kynol, a synthetic yarn that doesn't burn and is presently being considered as a fabric for work uniforms.

In another demonstration, Taussig worked with a fabric known as Preox, a material used in Israeli Army uniforms. In demonstrating its toughness and fire retardant qualities, Taussig tried to cut the material in half with scissors, then attacked the fabric with a cigarette lighter. The material remained undamaged.

Taussig explained that another item under study is a cooling suit capable of reducing heat stress in engineering spaces, catapult rooms and certain aircraft. The suit weighs 10 pounds and has a cap and vest through which a coolant is distributed by a battery-operated pump. Cooling is provided by a re-freezable canister which is effective for nearly two hours. The pump, batteries and canisters are carried on a belt.

Simpson sailors also learned that state-of-the-art safety technology extends well beyond fire retardant fabrics. For example, Taussig mentioned the thermal imager now available for shipboard use.

It allows the operator, through a special viewing screen, to actually see images through the smoke that can fill a compartment. There is also the new smoke generator used in firefighter training, which leaves no oily residue but still provides plenty of smoke.

Testing of such new technologies is primarily a function of the Naval Safety Center in Norfolk, Va. However, through Taussig's encouragement, those serving on *Simpson* are participating in the testing process. Taussig feels that today's Navy has the most intelligent and sophisticated men and women of any navy in the world. Through his hands-on "proven technology application" program, he hopes to capitalize on the imagination and initiative of such sailors.

Taussig likes to put a sailor's natural ingenuity to good use. "If you give a sailor a new piece of equipment, his curiosity will be stimulated and before you know it, he is touching it, thinking about how it works, trying it and then seeing what else he can do with it. If he finds that an item works as intended and can be positively applied to the ship's needs, that's fine, and if he can experiment and find other uses, that's even better," he said.

Some of the new safety technologies being tested by *Simpson's* inquisitive sailors include a luminescent paint used for directional arrows along passageways and ladders. Should there be a lighting power failure on the ship, the paint causes the arrows to glow, making for safer movement about the ship under darkened conditions. The paint also has been applied to fire bottles and Halon containers and to rings and operating buttons on other firefighting equipment.

Hull Technician 1st Class James Patterson, a damage control team leader on *Simpson*, is presently experimenting with a substance called Quick Stuff, a powdered compound that, when mixed with water, quickly jells. This jelling compound can be used to clean up oil and other hazardous materials that may be spilled in the water. In the meantime, Patterson is running other tests onboard

ship, in hopes of discovering more uses for the compound.

Patterson remarked that *Simpson* also is testing new dogging assemblies made of "no-stick" stainless steel to determine their durability and watertight integrity. In addition, a fire-retardant putty, capable of withstanding temperatures exceeding 2,300 degrees Fahrenheit, is under evaluation for possible use as a fire barrier in the ship's electrical cable system.

According to Taussig, many of the new technologies being tested are readily accessible on the civilian market, but the funds available to purchase these items is a major concern. "I am trying to shake the money loose for things that don't cost that much," Taussig said, "and I want those things—that apply to safety

and survivability—right now. Unfortunately, state-of-the-art safety products are ahead of the budget. But I still want the ships to know that the products may be obtainable locally and to go ahead and purchase where possible."

Despite Taussig's interest in how new products are used, he is just as concerned about the need to work with manufacturers. He is a firm believer in the need for a "user-producer" dialogue between command and civilian designer/manufacturer personnel. Taussig, accompanied by Lt. Cliff Griffin, *Simpson's* assistant damage control officer, and Patterson, paid a visit to a fiber materials plant in nearby Biddeford, Maine, upon *Simpson's* arrival in Portland. Under contract with the U.S. Navy, this particular manu-

facturer specializes in the production of fire-retardant fiber materials and surface coatings.

The purpose of the visit was to give *Simpson* representatives the opportunity to study first hand the high-tech products now available and to discuss with the manufacturers the best ways to use such products aboard ship. Taussig feels that this exchange of ideas between a ship and manufacturer is of great importance to both parties, since it is only through such dialogue that the safety needs of the Navy can be met and the full potential of a technology can be realized.

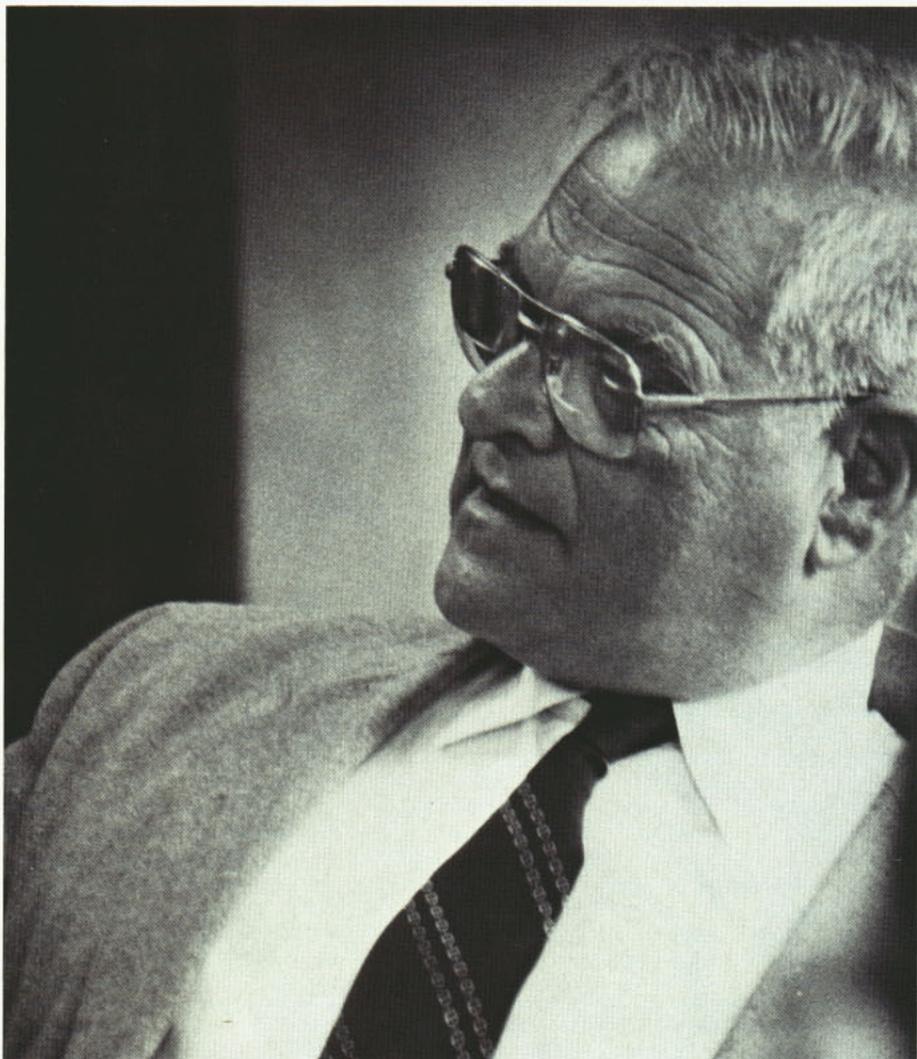
Working very closely with Taussig in his efforts to upgrade safety is Rear Adm. Henri B. Chase, commander of the Naval Safety Center in Norfolk. "The military personnel of the Safety Center all come from surface, submarine, air, shore, or Marine commands, and most will return to those commands," said Taussig. This strong operational background helps keep the Safety Center in touch with the day-to-day needs and concerns of those in the field, something the center's information resources benefit from.

"We have a mutual understanding and a good dialogue loop through the Safety Center publications and the new Hot Line, 1-800-HOT SFTY, established by Adm. Chase," Taussig said.

For technical information, Rear Adm. J.B. Mooney, chief of naval research, also has established a Navy Technical Safety Center at the Naval Research Laboratory to handle technical questions raised by the commands and Naval Safety Center.

Taussig said, "This new loop between commanding officers, Naval Safety Center and Navy Technical Safety Center, in combination with our already established programs to upgrade safety and survivability, will focus very clearly on the ultimate problem—making our sailors safer and material more survivable in as short a time as possible. That's really the name of the game." □

—Story and photos by JO2 Mike McKinley





Agile Sword '86

Bringing the brigade ashore

Sunlight flooded through the window. Cigarette smoke and the smell of coffee filled the room.

A dozen uniformed men clustered around a table. Most were absorbed in intense discussion; a few barked quick questions.

"How much tonnage has been offloaded?"

"How much time is left?"

"Can't we get those helos in the air?"

At the headquarters for exercise *Agile Sword '86*, recently conducted at Naval Air Station Pensacola and at Eglin Air Force Base in Florida, a lot of tough questions were being asked—nobody had done this before.

The exercise was the first test of the Maritime Prepositioning Ships (MPS) concept. In this concept maritime ships, loaded from bow to stern with equipment and supplies, are pre-positioned at

strategic locations around the world. Response time to a crisis anywhere on the globe is thus reduced.

Agile Sword's mission was to offload and put into action a brigade of combat-ready Marines with enough equipment and supplies to fight a battle for an entire month—and to do it within just five days of notification of hostilities. It was "one hell of a challenge," according to sailors and Marines who participated in the exercise.

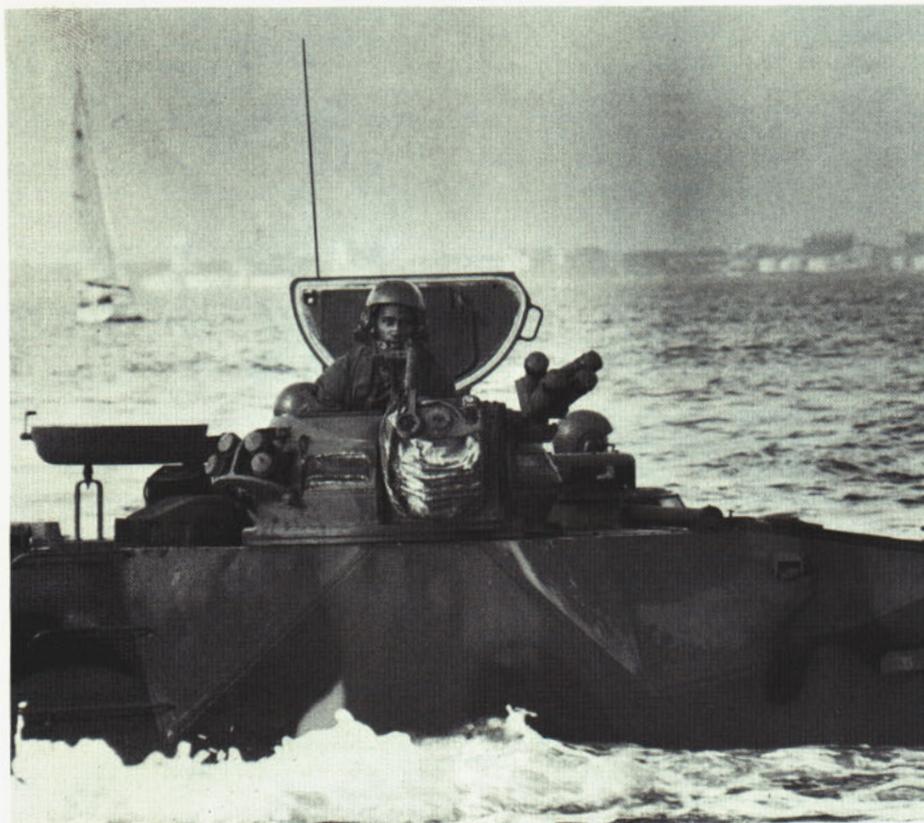
Offload

During *Agile Sword '86*, the maritime ship *2nd Lt. John P. Bobo* (AK 3008) anchored one mile off the Florida coast near Pensacola. The Navy Cargo and Port Handling Group from Williamsburg, Va., played a key role in offloading more than 900 pieces of equipment and vehicles and preparing them to be brought ashore.

"Fourteen tanks, 28 amphibious assault vehicles and 27 missile launchers were among the equipment offloaded," said one cargo handler. "It was hot and we were all tired. Just as we thought we wouldn't make it in the five days allotted, we were almost done."

Next, members of Navy Amphibious Construction Battalion 2 from Little Creek Amphibious Base, Norfolk, trans-

More than 900 pieces of equipment and vehicles came ashore during Agile Sword. Many were brought in on barge-ferries; amphibious craft came in under their own power.



Agile Sword '86

ported the equipment from ship to shore. Marines then moved the equipment across the beach through an inventory check-point where entries were made into a computer, which relayed the information to exercise headquarters. This direct line of communication with headquarters helped maintain a constant flow of information on the progress of the operation.

With the large number of vehicles in this exercise, traffic control was vital. That's where Navy Beachmaster Unit 2, from Little Creek—known as the “beach police”—came into the picture. Mem-

bers of BU 2 manned a communications center around the clock, directed traffic on the beach and served as a vehicle rescue team, assisting vehicles that got stuck in the sand.

Sailors and Marines worked 12 hours on, 12 hours off to complete the offload and transport supplies from Pensacola to the exercise crisis area at Eglin.

Medical support

More than 50 medical officers and hospital corpsmen were mobilized from nine East Coast hospitals in 72 hours to aug-

ment the 30 corpsmen attached to the 2nd Medical Battalion for *Agile Sword '86*.

The medical staff set up a field hospital equipped with a laboratory, X-ray and operating rooms, and a dental clinic. While some corpsmen helped Marine infantrymen in the field, others worked sick call and provided medical training.

Sick call kept corpsmen the busiest.

“Besides the normal common colds, splinters and dirt-in-the-eye stuff, we treated some pretty serious cases during the exercise,” said Hospital Corpsman 1st Class Robert Sitgreaves, leading petty



officer of the medical battalion. "We had three back pains due to improper lifting, one electrical shock and one case of pneumonia."

The medics also arranged medical evacuations to Eglin and to Pensacola for appendicitis and malaria cases.

As the field exercises ended, supplies and equipment were transported 75 miles back to Pensacola and reloaded on the maritime ship.

Evaluation

"After nearly five days of virtually

non-stop operations, the first MPS in-stream offload proved to be a success," said Cmdr. Raymond Duffy, naval support element operations officer who was assigned to the 6th Marine Amphibious Brigade during the exercise.

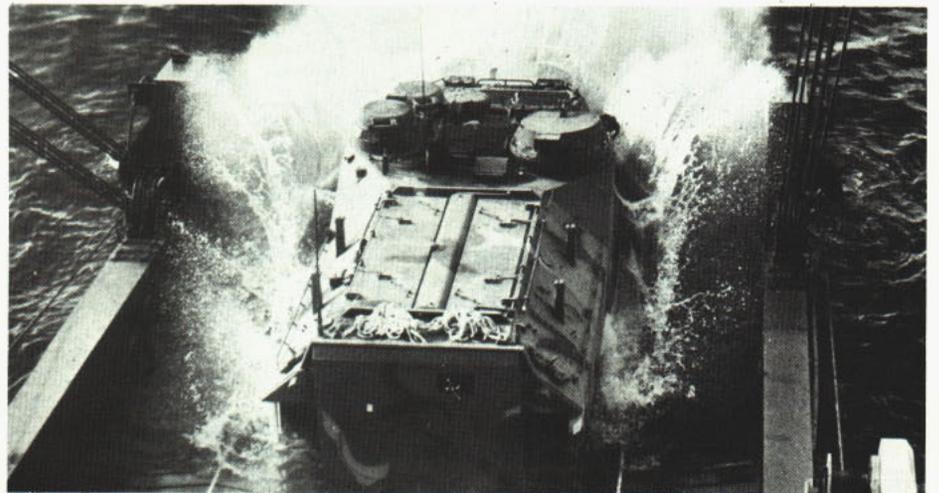
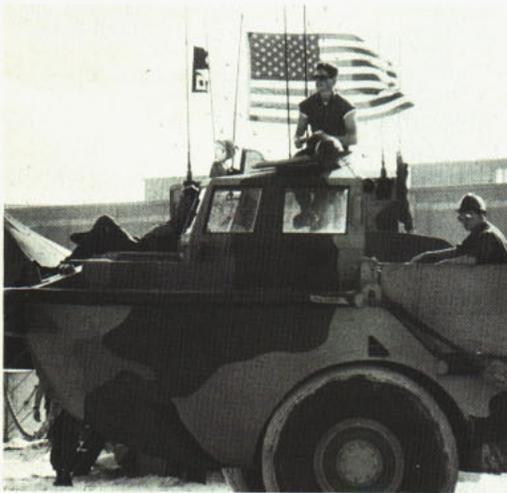
"With the offload providing the backbone, the maritime prepositioning ships concept did just what it was supposed to do—provide a rapid deployment force to a crisis area within five days," Duffy said.

"It couldn't be done without the Navy," said Brig.Gen. Edmund P.

Looney Jr., commanding general of 6th Marine Amphibious Brigade. "The versatile and flexible fighting force provided by Navy-Marine Corps teamwork was a success." □

—Story and photos by
JO2 Jodelle Blankenship,
NIRA Det. 5, Norfolk, Va.

Sailors and Marines worked 12-hours-on, 12-off to complete the offload and deployment in only five days.





NC-4

From New York to England in 28 days

On May 8, 1919, the world watched anxiously as three huge U.S. Navy-Curtiss flying boats, the NC-1, NC-3 and NC-4, slowly made their way from Rockaway, Long Island, N.Y., toward Plymouth, England, in what was to be the first successful trans-Atlantic flight.

Only one of the three planes, the NC-4, made it all the way to England. The NC-1 and NC-3 were forced down at sea an hour from the Azores. The NC-4 remained airborne and continued on to Lisbon, Portugal, and then to Plymouth arriving on May 31 to complete the record flight.

In this, the 75th Anniversary year of U.S. Naval Aviation, a re-enactment of the flight of the NC-4 was sponsored by the Naval Aviation Museum Foundation. Two privately-owned World War II PYB *Catalina* flying boats attempted to follow the times and dates of the original flight.

One of the planes was painted in a color scheme similar to that of the original NC-4 of 1919, with a gray fuselage, yellow wings, and a red, white and blue tail, and the other was painted white, with the title, *Spirit of Naval Aviation*. Both aircraft visited various East Coast

air facilities, including Andrews Air Force Base, Md., before undertaking the Atlantic crossing.

The flight over the Atlantic went smoothly and without incident, but nearly ended in disaster when the *Spirit of Naval Aviation*, attempting to land at the final destination, Plymouth Sound, England, struck a buoy, went out of control and barely missed crashing into a seawall. Fortunately, only one of the crew and passengers suffered minor injuries, but a hole in the plane's port bow caused it to sink as it was being towed to a slipway.

The PYB representing the NC-4 had





arrived safely less than an hour before the mishap. In keeping with observances held for the original NC-4's landing, the re-enactment crew was welcomed by the Lord Mayor of Plymouth and by Vice Adm. Robert F. Schoultz, deputy commander in chief, of U.S. Naval Forces, Europe, who lauded the flight as "spectacular". □

—Story and photos by JO2 Mike McKinley

Two privately-owned World War II PBY Catalina flying boats paid a visit to Andrews Air Force Base, Md., during their cross-country tour.



EPICS

Experience before commitment



By JO2 Deborah Tuthill, USNR

A new program which combines shipboard experience and structured technical training could replace traditional classroom learning, at least for first term Navy enlisted people. And for sailors who normally would go to highly technical (and costly) "A" schools before going to the fleet, it's one of the best things that could happen.

The Enlisted Personnel Individualized Career System—EPICS—gives people just out of boot camp a chance to become qualified shipboard sailors, select their professional fields, and learn basic technical skills before applying for a formal Navy school. Unlike on-the-job training, EPICS is a voluntary, carefully planned, self-paced program that requires minimum supervision and promises lower attrition rates in technical schools and ratings.

Since 1984, EPICS has been a training tool for 141 sailors in the fire control technician rating aboard 44 Atlantic and Pacific Fleet ships. Students who have studied aboard ships participating in the EPICS program have been able to perform normal shipboard duties, then apply for and receive advanced classroom training without first attending a basic school.

Dr. Harry B. Conner and his staff at Navy Personnel Research and Development Center, San Diego, developed the EPICS building block concept used

aboard these ships. Conner, a personnel research psychologist and retired Navy senior chief, looked for a training system that would give students the skills they needed to live and work aboard ship, make immediate contributions to ships' missions, and work in their chosen rating. The answer was programmed instruction based on a set of job performance aids, or JPAs, and apprentice technician duty modules.

JPAs include basic and advanced shipboard skills. A basic aid, *ship indoctrination* teaches Navy rules and regulations, common hazards, safety precautions and shipboard nomenclature. *Job indoctrination*, also basic, teaches shipboard maintenance, watchstanding and division responsibilities. Advanced JPAs and apprentice technician duty modules give students training in specialized shipboard and technical skills. Since all learning is aboard ship, students can apply their new knowledge and skills and gain immediate hands-on experience.

"The JPAs and (related) modules created for the EPICS program teach what I like to call 'survival skills' and provide basic performance ability and experience for use on board ship, in the workplace, on the hardware, in the division and within the Navy," said Conner. "The important benefit of the program, to the Navy, is (that it provides) a sailor who is able to perform assigned duties soon

after he checks aboard and starts being trained. This approach ensures that new sailors are prepared to contribute to shipboard readiness."

Other advantages of the EPICS prototype program in the past two years include more effective use of manpower, faster completion of training courses and fleet qualifications, less time and effort involved in advanced schooling, less chance of skills and knowledge being forgotten between basic technical school and job assignment, and easier adaptation to military and shipboard lifestyles.

Fire Control Technician 2nd Class Carl Huttner was an EPICS student aboard USS *Kinkaid* (DD 965). He now works with Conner and FCC(SW) Stephen D. Ferguson at the Navy Personnel Research & Development Center where they help administer the EPICS program.

"When I entered EPICS, I wasn't sure if the fire control rating or any technical rating was right for me," Huttner said. "The program allowed me to find out what I wanted. The self-paced format let me learn at my own pace, so I was never bored.

"The captain approved my shore-based training in the first year because I had shown him I was ready. I feel I was setting my own pace for advancement. I received more training when I was ready for it. For instance, I learned about



Left: FC2 Carl Huttner requests permission to come aboard USS Kinkaid (DD 965), where he was an EPICS student. Below: Huttner and FC3 Steve O'Neill work on the Sea Sparrow missile launcher. Huttner explains a step in the Job Performance Aids (JPA).



waveforms at just the right time, when I could apply the knowledge," he said. "Much of what I learned in the apprentice technician's duty training modules, along with the job performance aids and the shore-based training, supplemented my actual experiences aboard *Kinkaid*."

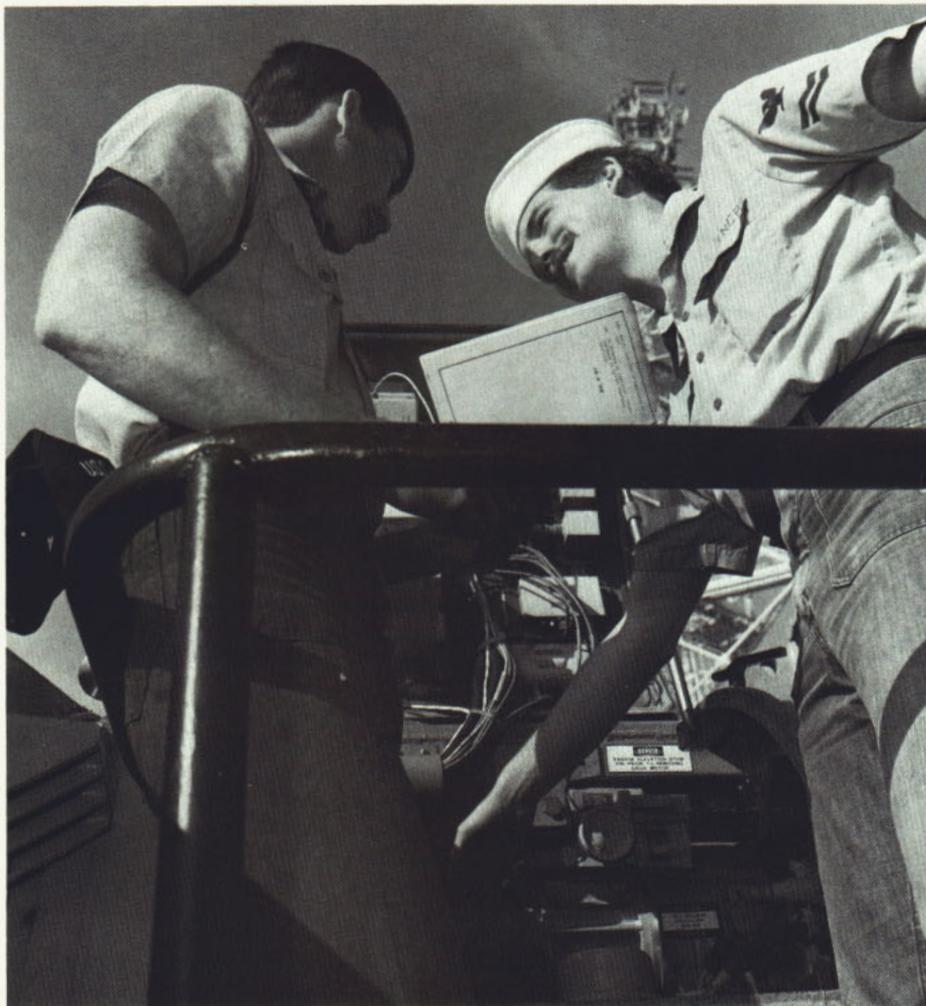
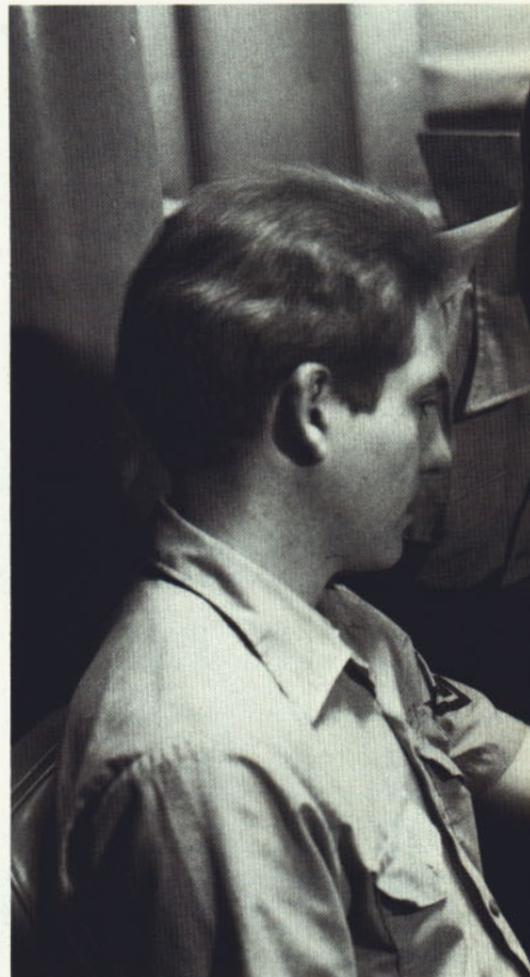
After Huttner completed the EPICS program aboard his ship, he went to systems technician training advanced school and returned to *Kinkaid*. As part of Connor's team, he now travels to ships that have EPICS students aboard and uses advanced computer processing techniques to test those students on troubleshooting scenarios for the fire control rating.

Preliminary evaluations of EPICS are positive. The cost of attrition is much less because the dollar investment in each EPICS-trained technician is half that of conventional training. The job perform-

ance aids and self-paced format have been received enthusiastically by students and supervisors. While visiting a ship with EPICS students on board, Connor was approached by a supervisor. "Doc," the supervisor said, "I sure wish they had this program around when I went through training years ago."

That makes the program worthwhile, according to Connor. "The guy on the deckplates feels the program is effective and productive, a good return on the investment."

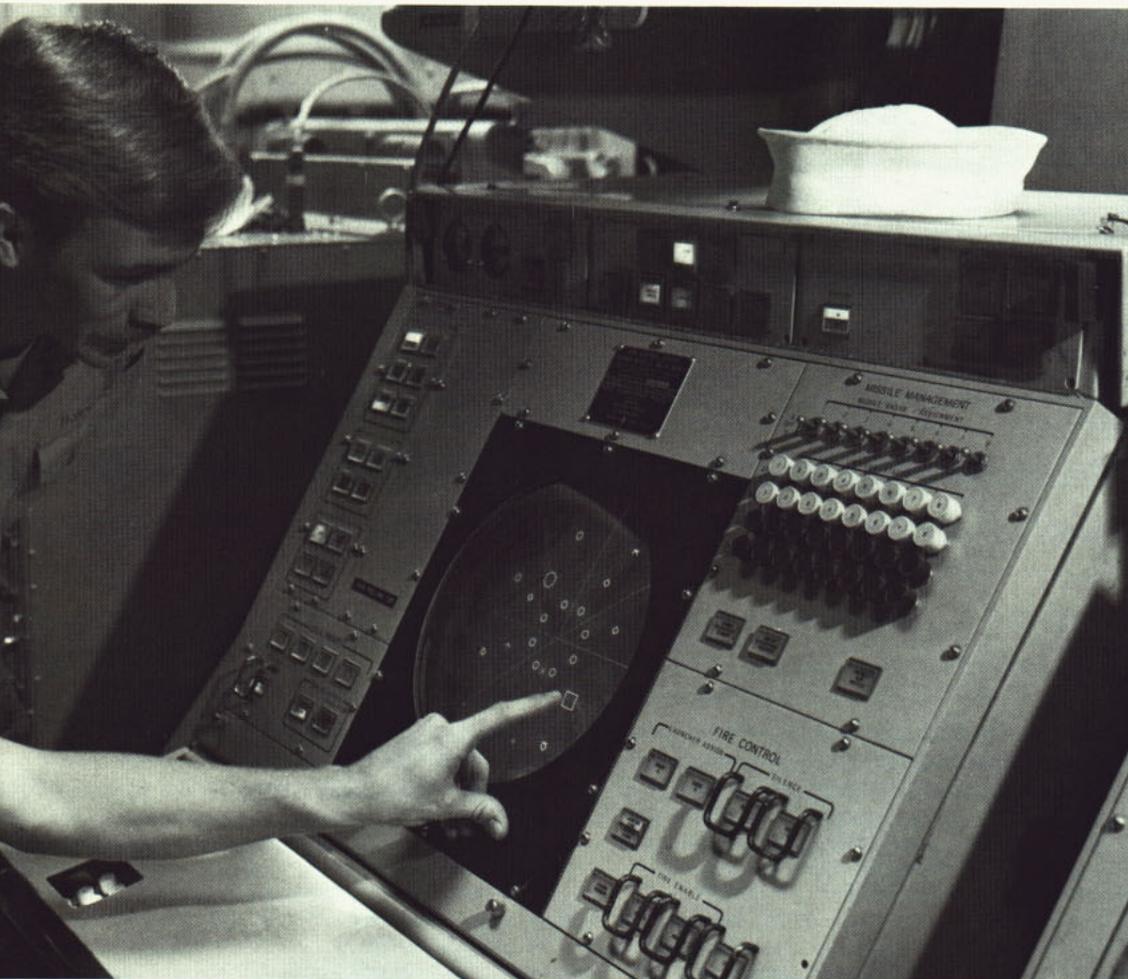
Cmdr. Roy W. Tobin, commanding officer of *Kinkaid*, said the program is definitely the way the Navy ought to go. "Highly trained technicians are given the right experience in areas where they need it the most," he said. "Shipboard experience and hands-on training come first in developing a qualified technician. The top performers are those who can cope



with everything, no matter where the pressure is coming from. Working on Tiger Teams, which are responsible for the demanding inspection of the whole ship's readiness, allows an EPICS-trained technician to put his technical ability into perspective."

According to a May 1985 report by the Naval Training Equipment Center in Orlando, Fla., "EPICS is, by far, the most important (research and development) project undertaken by the Navy to improve maintenance performance. It has far-reaching implications and is expected to demonstrate substantial benefits and cost savings over the conventional training approach." Navy training cost savings through EPICS are estimated at 30 percent now, and more savings are expected as job performance aids are further developed and standardized.

"This program gives the commander the necessary manpower for shipboard



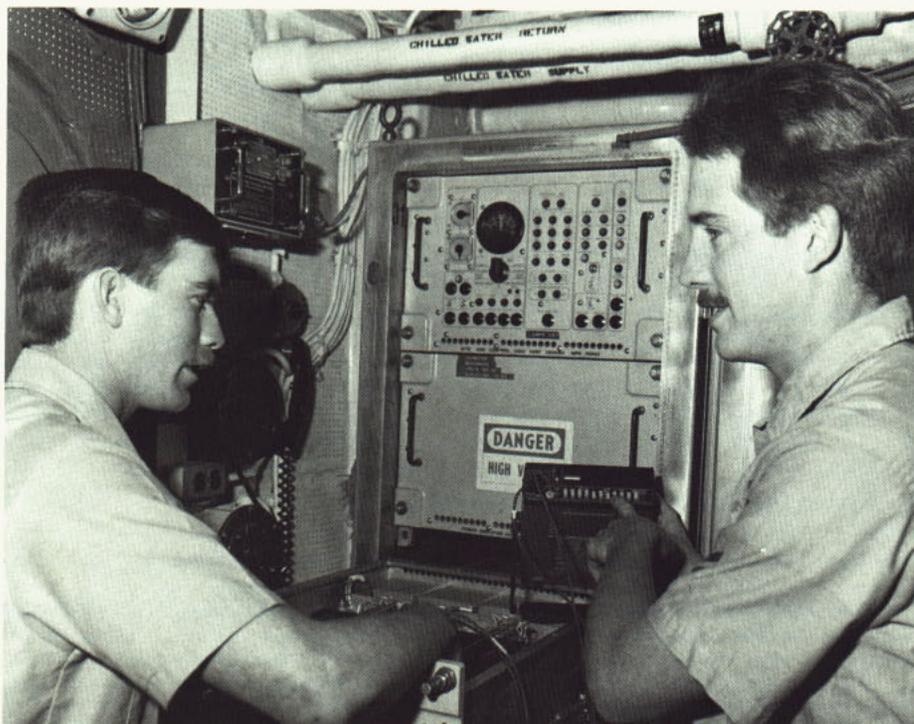
Far left: Huttner points out the safe operating plugs to O'Neill during a daily systems operability test. Left: Huttner explains the firing officer's console to O'Neill, showing how to read that display in coordination with the display in Kinkaid's combat information center. Below: Huttner and O'Neill go over the proper use of a digital multimeter to get equipment readings.

operations," said Ferguson. "The fire control rating is critically short, and EPICS provides extra manpower and potential graduates vital to maintaining optimum shipboard staffing.

"As much as 60 percent of the technical sailor's duty involves basic sailing skills, and the EPICS program provides a solid background for the sailor in this skill area."

EPICS now is being analyzed and improved by personnel research psychologists at the Navy Personnel Research and Development Center. The program has potential for other ratings as well, and there is a chance that other occupational communities will be involved in EPICS as the Navy continues to benefit from a long-established truth: experience is the best teacher. □

Tuthill is assigned to the Navy Personnel Research & Development Center, San Diego.



OPEN HOUSE

Most major military installations have one from time to time. It's a special day when the "folks back home" get to know just what you do, and, more importantly, just how well you do it. Taxpayers can see for themselves that they're getting their money's worth. It's the day the ordinary people visit the extraordinary ships and planes: Open House.

The 1986 Armed Forces Day open house at Andrews AFB, Md., was a good example. Thousands of visitors swarmed over the base. Many came with a particular purpose: to marvel at the Blue Angels or enjoy marching bands. Others came without knowing for sure what they'd

find. But come they did, braving the 90-degree heat, some traveling hundreds of miles, for a close-up look at America's warriors in action.

Ceremonies began with a combined parade of soldiers, sailors, airmen and Marines—all executing their routines with the confidence and precision possible only with hours of drill.

With that, the tone of professional execution was set.

Then the spectacular aerial displays moved to center stage—the mass airdrop by the Army's 82nd Airborne Division, Marines rappelling hundreds of feet from helicopters, and the sky-splitting, earth-

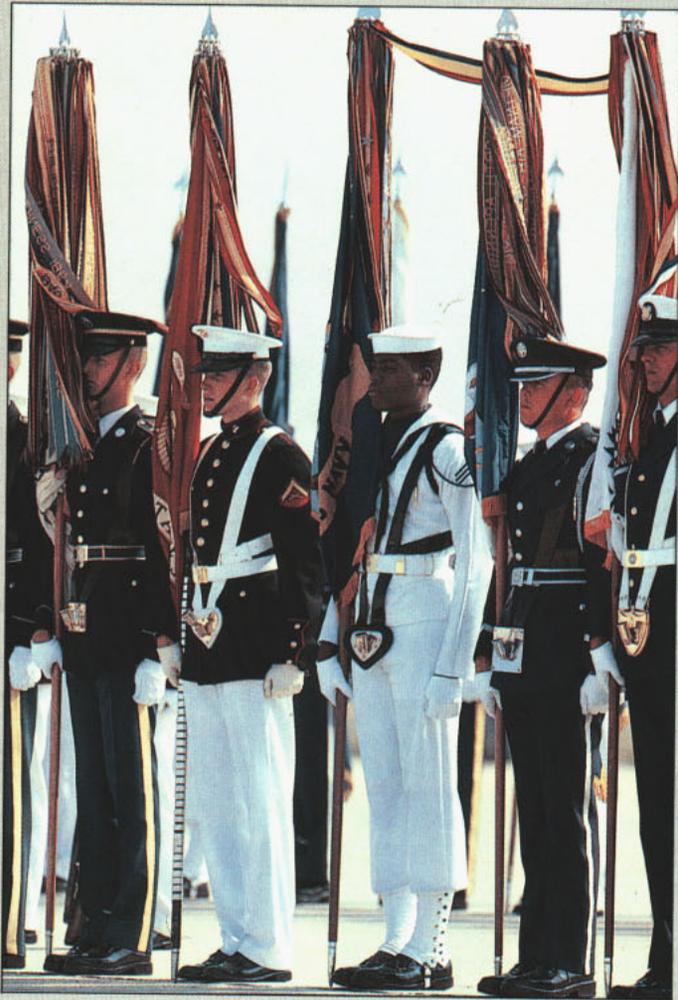
shaking extravaganza put on by the Blue Angels.

Not all the aircraft were in the air. Overeager kids got to look "real close" at the inside of a fighter cockpit; overheated grownups got to enjoy the shade of a massive bomber wing.

Everywhere, courteous professionals answered questions, explained how things worked, told everyone how big, how fast, how powerful all the wonderful machines were, and also where the nearest restroom was.

Music, marching, aerial acrobatics, food, weapons, friendly soldiers and sailors, brightly colored flags and uni-





A kaleidoscope of color awaited the curious at Andrews Air Force Base's Armed Forces Day open house. Honor guards, marching bands, breathtaking demonstrations, intriguing exhibits—all served to lead the visitor on and on, always to see the next sight.



forms, the smell of aviation fuel, the roar of engines—an open house is a kaleidoscope of images and sensations. But through it all, there is a single sense, a unifying idea: the feeling that a gap is being bridged, that people who didn't know or weren't sure are now feeling more comfortable.

At an open house, people outside the military are invited in for the day and shown how things work—and those people like what they see. It's more than a good way for civilians to kill an after-

noon and it's more than a chance for the military to show off. It's an opportunity for mutual understanding, for bridging the gap between two worlds that have (or ought to have) a common goal.

The civilian visitor may get a stiff neck from trying to follow the Blue Angels, and the sailor may get tired feet standing around all day telling people over and over how fast an A-4 will fly. But if that gap gets bridged, it's worth it. □

—Photos by PH1 Chuck Mussi





The magnificent men and their equally magnificent flying machines were, as always, the most popular attraction at the open house.





“Personal excellence gives us the opportunity to make a contribution to our society; to go beyond the role we’ve enjoyed as military leaders.”

—Adm. Carlisle A. H. Trost



Adm. Trost listens intently, as do the other flag officers, while Adm. Watkins makes a graphic point.



CNO promotes excellence

More than 20 flag officers gathered at Pensacola Naval Air Station for a meeting called by then-Chief of Naval Operations Adm. James D. Watkins, and the prospective CNO, Adm. Carlisle A.H. Trost.

The meeting focused on the Navy's new initiative, "Personal Excellence," and Watkins discussed various aspects of the two-phased initiative.

The first phase, Watkins said, "is to encourage all Navy people to reach their own personal excellence potential while the Navy works to improve the quality of life."

This phase emphasizes existing and new Navy efforts in education, ethics, fitness, and health. "For example, we will not allow the Program for Afloat

College Education (PACE) to be eliminated. This program is one of high expectations," Watkins said.

In describing the second phase of the initiative, Watkins discussed how Navy commands can work closer with the private sector to raise the overall excellence of young people. There are three programs related to this effort, all focusing on the nation's schools.

- The Math/Science Personal Excellence program puts volunteers in local public school systems to tutor students in mathematics, science, and computer literacy.

- The Second Careers program enables Navy retirees to earn certification in teaching from colleges and universities.

- Saturday Scholars takes naval and

other military volunteers into inner-city elementary schools to work with third, fourth and fifth graders on a one-time reading and mathematics tutoring basis for six consecutive Saturday mornings.

"Personal Excellence gives us the opportunity to make a contribution to our society; to go beyond the role we've enjoyed as military leaders," Trost said. "I see Personal Excellence as a very logical way to draw together a number of good things that we are already doing. The talent and the motivation of our people is there. Now, we can go the next mile and build upon the excellence we already have in the Navy." □

—Story and photos by PHI Chuck Mussi



TATTOOS

Think twice, then think again

It's payday night in San Diego, and cash registers throughout this Navy town ring in the arrival of military paychecks. Nowhere is business better than along the west end of Broadway—a cornucopia of honky tonks, pawn shops and adult bookstores. This section of the city is also where many tattooists ply their trade. And when the fleet gets paid, tattoo studios literally buzz with activity.

"On a payday night we put through anywhere between 15 and 30 people," says Glenn Weber of WestPac Tattoo Studio, who adds that business is brisk at all 11 tattoo studios in the San Diego area. The average customer is an enlisted man in his late teens or early 20s who wants anything from a screaming eagle to dear old "Mom" inked into his flesh for eternity.

"We have thousands of designs to choose from," says Weber, "and if they can't find anything they like, we can draw a tattoo for them freehand."

That so many sailors get tattooed has concerned Navy officials for decades. Psychologists have even conducted studies to determine if tattoos are a measure of a person's fitness for certain assignments.

In a 1960 Navy Medical Research Laboratory report entitled "The Relationship

of Tattoos to Personal Adjustment Among Enlisted Submarine School Volunteers," Lt.j.g. Richard Youniss wrote: "Highly significant differences in level-

"I picked something out without realizing it was going to be with me for the rest of my life."



of-adjustment scores were found between individuals who desire or actively intend to obtain tattoos . . . and those who deny such a wish. Expression of a desire for a tattoo may indicate the presence of unresolved personal conflict and anxiety."

From the viewpoint of many of the sailors who have them, tattoos aren't that complicated at all, they are merely an art form.

According to about two dozen sailors interviewed aboard the guided missile destroyer USS *John King* (DDG 3) last summer, tattoos are just a manner of self-expression in keeping with time-honored traditions of men of the sea.

"I think tattoos are a part of the Navy, as long as they're not vulgar," says Interior Communicationsman 3rd Class William Ledford, who has five tattoos. "You've got to have something to symbolize that you're the radical being."

Who is right? Who is wrong? Is there a "right" or "wrong" in an issue as personal as what someone chooses to do with his or her body?

One thing is certain. In the time it takes to read this article, hundreds of sailors, many not old enough to legally drink in some states, will toy with the idea of getting tattooed. A significant number will go through with it.

Tattoos

Will these young sailors give enough thought to their decisions? Will those who opt for tattoos today be willing to live with that decision tomorrow?

Lt.Cmdr. Constance Nagi, head of dermatologic surgery at San Diego's Balboa Naval Hospital, thinks not.

"Not a day goes by that we don't get someone asking to get a tattoo removed," says Dr. Nagi. Her department receives about 500 requests for tattoo removals annually. And that, she says, "is probably only the tip of the iceberg."

"When these young sailors decide to get a tattoo, they think they're going to want it forever," says Dr. Nagi. "But when you're 17, I don't think you understand what forever means."

And so it may seem—at least in the case of people like Hospital Corpsman 3rd Class John M. Cox.

Cox was sitting around at his parents' home in Rockville, Md., one Saturday night shortly after he enrolled in the Navy's delayed entry program. Two friends dropped by and began showing off their tattoos. They were on their way into Washington, D.C., to get another tattoo and asked Cox if he wanted to get one, too. He declined the offer, but his friends asked him to come along for the ride anyway. Cox thought, "What the hell," and jumped in the car. He came home with a sexually suggestive tattoo of a "horny" little devil and his girlfriend's name fixed in the flesh of his right arm.

"The first thing people ask me is whether I was drunk when I got it," says Cox. "Everybody has a thing about a drunk sailor getting tattoos. I hadn't had a drink at all. I was sober. Sober and stupid."

"My friends were doing it and they talked me into it. I just let them talk me into it," he recalls. "It wasn't something that I really wanted. I picked something out without realizing it was going to be with me for the rest of my life."

The tattoo was a novelty for a while and Cox went around showing it to his friends. But it didn't take long for him to realize he had made a mistake. A big mistake. His friends thought it was

"neat" at first, he recalls, but the novelty soon wore off. Having a tattoo wasn't a big deal anymore.

Adding insult to injury, Cox and his girlfriend—the one whose name he had inked into his flesh—broke up less than six months after he got the tattoo. So there he was with a sexually suggestive tattoo that also served as a permanent reminder of a failed relationship. He was embarrassed, to say the least.

"My dad was in the Navy 21 years and never got a tattoo, and there I was, just

Will those who opt for tattoos today be willing to live with that decision tomorrow?



coming into the Navy and I already had one. Nobody in my family had ever done anything stupid like that before," says Cox. He hid his tattoo from his parents for more than two years, wearing long-sleeved shirts or a bathrobe whenever he was in their house.

Eventually, Cox started wearing long-sleeved shirts all the time. Not only did he want to hide the tattoo from his parents, but he didn't want anyone else to see it either.

"Every time I wore a short-sleeved

shirt, people would ask me questions about the tattoo," says Cox. "I got tired of people asking me why I got it and what it meant. It was just a phase I was going through. Unfortunately, it leaves a permanent scar."

The majority of people who have tattoos may be happy with them. But, according to Dr. Nagi, there are probably more people in the fleet like Cox than we think. They have tattoos, not because they love the art form, but because their decisions to get tattooed were influenced by inexperience, peer pressure and sometimes alcohol.

Many learn to live with their mistakes. Those who cannot often turn to dermatologists or plastic surgeons for help. They are forced to face some hard facts.

The Navy medical department considers tattoo removal to be a cosmetic procedure. As such, it receives the lowest priority, due to limited medical resources. The only exceptions allowed are when a tattoo presents a medical problem, such as allergy or infection, or when the removal is part of the training for Navy doctors.

Within those guidelines, Balboa's dermatology department is able to accommodate only a handful of the hundreds of requests they receive annually. And getting tattoos removed by civilian dermatologists can cost anywhere from \$300 to \$3,000, depending on the size of the tattoo.

An even harsher reality is that, with tattoo removals, patients trade a tattoo for a scar. Despite the expense and unpleasant results of tattoo removals, many still take that option.

"I know getting it removed is going to leave a scar, but that's the one thing I'm not worried about at all. All I want is to get it off," says Cox, who has been trying to get his tattoo removed by the Navy for more than two years. "In terms of its leaving a scar, that's what I consider it now everytime I look at it. Just as long as it's off and I don't have to explain it to anyone anymore."

For many people, the social stigma accompanying tattoos ultimately makes

them decide to get them removed. In the minds of the general public, tattoos are often associated with unsavory characters or a sordid lifestyle. "All kinds of people come to me for removals—from embarrassed housewives to executives who never wear short-sleeved shirts," says Dr. David M. Duffy, a Los Angeles dermatologist who has performed more than 1,000 tattoo removals. "The people I meet are usually really good people who just made a mistake."

Hospital Corpsman 2nd Class Jeff Butkowski made two mistakes. He got his first tattoo during his first liberty at apprentice training school. About two years later—when he should have known better, but was "under the influence"—he got another. He has since had them surgically removed and in their places are two cigarette pack-sized scars.

"This was a Zigzag Man (a cigarette rolling paper trademark)," says Butkowski, pointing to the scar on his right arm. "I have a 3-year-old little girl now and that's not the kind of thing I want her growing up around."

"If there was someone in the world who could stamp out tattoo parlors, I'd like to be that person," he adds. "I'd like other people to learn from my mistake."

Is it fair, though, to blame tattooists for mistakes made by young sailors?

According to WestPac's Weber, any "professional" tattooist takes the time to explain the permanence of tattoos to young clients and to dissuade them from getting tattoos they will likely regret—especially names of sweethearts. Weber says tattooists also refuse to serve anyone they feel is incapable of making a rational decision.

"We will not do anyone if we can tell they're the least bit intoxicated. They have to come back when they're straight," says Weber, who has refused clients on numerous occasions. "We want them to be sure that a tattoo is what they really want before they get it."

Weber admits, however, that not every tattooist has the customer's best interest at heart. "You're going to find tattooists at carnivals and places like that who only

do people who are drunk," Weber says. But he points out that tattooists have taken steps to improve their image in recent years and that fewer unscrupulous artists are in business.

Still, a significant number of young sailors wind up with tattoos they don't really want. Especially sailors coming right out of recruit training. One of the first things many do is get a tattoo to prove to their buddies and "the girl back home" that they are a "salty sailor." As one lieutenant put it: "People seem to

A significant number of young sailors wind up with tattoos they don't really want.



think they're supposed to get a haircut and a tattoo when they join the Navy."

Many just don't have the foresight to realize that their lifestyle is likely to change. What fit in one situation may not fit in another.

"My tattoo never made me feel uncomfortable as a chief, but now that I'm in the civilian world I never wear a short-sleeved shirt," said one retired senior chief electronics technician. "Maybe a tattoo is acceptable in the fleet, but the buddies that are with you at the time

(you get a tattoo) aren't always going to be there to say, 'yeah, that's neat.'"

It is a fact of life that young people often must learn things the hard way. But what can be done to help young sailors avoid making a mistake with such lasting implications as a tattoo?

The answer is simple, in Dr. Duffy's opinion. He says, "The Navy should make it illegal to have a tattoo." The issue might be too complex for such a simple solution to work.

It would be unfair to suggest that the majority of people getting tattoos will end up unhappy with them. In fact, judging by the number of people with multiple tattoos, one would have to assume the contrary. Why should they be denied the personal satisfaction they get from tattoos just because some other people make mistakes? Sailors will probably make their own decisions about tattoos anyway—whether they have to get them legally or illegally.

What the Navy can hope for is that sailors have enough information to make rational decisions—decisions they can live with.

"I don't think we can make tattoos illegal," Dr. Nagi says. "I do think educational programs directed at the early enlisted ranks would help."

The Navy can create educational programs and draw up regulations, but when all is said and done, the decision to get tattooed remains a personal one to be made by each individual. Those who decide to get tattoos, however, may want to heed the advice of people who already have them.

"Go to the tattoo parlor and pick out the one you like. Then wait a week or so and think about it before you actually get it done," advises Cox. "Don't go in there blind, like I did, and let your friends talk you into getting a tattoo. Don't let someone talk you into something you're going to have to live with for the rest of your life." □

—Story by JOI(SW) E. Foster-Simeon
—Photos by PH1 Perry E. Thorsvik

A brief history

Sailors and tattoos have become so closely associated that you can hardly think of one without the other. By no means, however, were sailors the first to be tattooed.

Tattooed Egyptian mummies dating back to 2,000 B.C. have been discovered, and some early authors wrote that Greek, Roman and other ancient civilizations also used tattoos. In fact, tattooing has been practiced to varying degrees by people in most parts of the world, including American Indians, Eskimos, Polynesians and Japanese.

Reasons for getting tattooed have been as varied as the people who get them. In some cultures people believe that tattoos give magical protection against sickness

and misfortune. In other parts of the world, tattoos are used as symbols of a person's rank, status or membership in a group. Among military men, tattoos were a forerunner of today's dogtags—a means of identifying the dead and wounded on the field of battle. For the most part, however, tattoos served as a form of decoration.

The modern sailor's association with tattoos began when European ships visited exotic parts of the world during the age of exploration. James Cook is credited with introducing the word "tattoo" into the English language, following a 1769 voyage to Tahiti. Tattoos soon became fashionable among sailors, and tattoo parlors sprang up in port cities all

over the world.

• Anchors, stars, and religious symbols were among the favorite tattoos of early sailors. William P. Mack and Royal W. Connell wrote in *Naval Ceremonies, Customs, and Traditions*: "Nudes were once quite popular (among American sailors), but it was required on reenlistment that the girls be dressed. This was done by tattooing a dress of color over the nude." Tattoos favored by today's sailors include anything from unicorns and panthers to dragons and the grim reaper.

Over the years, many sailors have come to regard tattoos as the hallmark of their profession—a visible symbol that verifies the wearer's "saltiness." □

If you must get one...

If you're still set on getting a tattoo, there are a few things you should consider before going under the needle.

- Cleanliness and sterility should be first and foremost in your mind when selecting a tattoo studio. Infectious hepatitis, which can be fatal, as well as other diseases (syphilis, leprosy and bacterial infections) can be transmitted via unsterile tattoo needles. You will want to choose a tattoo studio that looks and smells clean, and one that *uses* an autoclave to sterilize its equipment. You also can avoid problems by getting a tattoo in the United States, where tattoo studios are subject to health regulations.

- Tattoos are permanent, so make sure

that the tattooist you select is competent before you let him leave his mark on you. The easiest way to do this is by checking out the work he's done in the past. Many professional tattooists keep photo al-



bums of their works available for customers to review.

- Select your tattoo with care. Don't settle for a tattoo just because you couldn't afford the one you really wanted. Price shouldn't be a determining factor when you're choosing something you will have to live with for the rest of your life. Remember, tattoo studios will still be around when you have saved enough money.

- If it's your first tattoo, you may want to get it in an area that isn't visible when you wear a short-sleeved shirt—just in case you later discover that you don't like it.

- Above all, remember that the decision to get tattooed shouldn't be taken lightly. Think long and hard about it, and make sure it's *your* decision. □

If you use common sense now, you won't have to choose between an unwanted tattoo and an unsightly scar later.

VP 44

Smooth move

Story and photo by PH2 Don Koralewski

After months on deployment, no fanfare or ceremony marks the turnover of responsibility from one naval unit to another. Turnover is pretty much the same the world over, and a smooth transfer of responsibilities is what's expected.

After a six-month deployment in Rota, Spain, the *Golden Pelicans* of Anti-Submarine Patrol Squadron 44 recently transferred the reins of responsibility to

the *Seahawks* of Anti-Submarine Patrol Squadron 23. Both squadrons are home-based in Brunswick, Maine.

Liaison teams eased the transition and helped iron out expected problems well in advance of the turnover. Such planning provides an insight into what the squadron taking over can expect.

A VP squadron turnover isn't all that different from what most Navy people

have experienced in a personal move, but it's carried out on a much grander scale. The assets are standard: nine P-3C *Orion* aircraft, 67 officers, 285 enlisted people and tons of equipment, tools and support material. Everything a squadron owns is boxed up and shipped, and all spaces are cleaned and prepared for the new tenant.

The most important aspect of the move though, is the continued commitment to the mission. To maintain that commitment, the turnover is a staggered evolution during which the two squadrons work as a single unit.

As crews from VP 23 became available for tasking, they flew missions under operational control of VP 44. This allows incoming crews to integrate and exchange information with crews that had been on station for a while.

Then, when it's at about 50 percent manning, the relieving squadron takes over operational control.

Even before VP 44's homeward-bound flight began its taxi down the runway, VP 23 personnel began unpacking their cargo. It is not unusual for a squadron to hit the deck running.

Back in Brunswick, VP 44 had a three-day stand down, then started making themselves at home in the hangar vacated by VP 23. After becoming reacquainted with Brunswick, VP 44 began extensive training for the next deployment, only nine to 12 months down the road. □



Koralewski is assigned to Commander, U.S. 6th Fleet, public affairs office.

San Diego says

Story by JO2 Barry Nelson

San Diego is a Navy town, and events staged there in March reinforced that fact. More than 35,000 San Diegans joined with Navy men and women in what is believed to be the largest anti-drug rally ever held.

Conceived by Navy Capt. Peter Litrenta, a public affairs officer, and Tom Sharrit, head of a local public relations firm, "San Diego's Rally Against Drugs" was intended to combat drug abuse among children by promoting the attitude among kids that it's okay to say *no!* to drugs.

Local studies indicated drug abuse is on the rise among San Diego school children. A 1985 survey of San Diego schools reported that 42 percent of area fourth graders have used alcohol, eight percent have used marijuana and five percent have used PCP—"angel dust".

Litrenta, who has three daughters, and Sharrit, also a parent (with experience in corporate-sponsored anti-drug campaigns), formed a committee to mobilize community support and encourage the formation of Just Say *No!* Clubs in San Diego elementary schools.

"We were trying to imagine a fun, unique event that would demonstrate an entire community's support for young people saying *no!* to drugs," said Sharrit. "A rally, with entertainment, balloons, military and school bands, marching units, thousands of kids and the formation of a human billboard spelling out 'San Diego Says *No!* to Drugs,' on the helicopter carrier USS *Okinawa* (LPH 3) seemed to fill the bill."

"It was really a grass roots thing," said Litrenta. "We avoided having any one group sponsor the event. It transcended all of that."

Rear Adm. Bruce Boland, commander of the San Diego Naval Base and San Diego Police Chief Bill Kolender were asked to co-chair the event and they offered their personal services and their organizations' support.

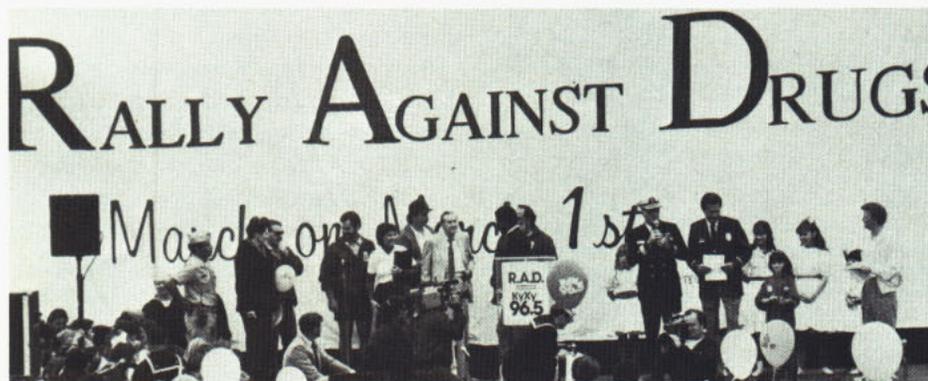
San Diego Charger quarterback Dan Fouts and his teammates joined the rally—as did members of the San Diego Padres baseball team and San Diego Sockers soccer team. Business professionals, educators, local politicians, police, municipal and community groups and youth leaders also lent their support. In all, more than 60 prominent San



Diegans donated their time and talents to the campaign.

Veteran actors John Carradine and Johnny Whittaker ("Family Affair"), along with Soleil Moon Frye, star of NBC's "Punky Brewster," "Eight is Enough" star Adam Rich, and Alfonso Ribeiro of "Silver Spoons," also were scheduled to appear.

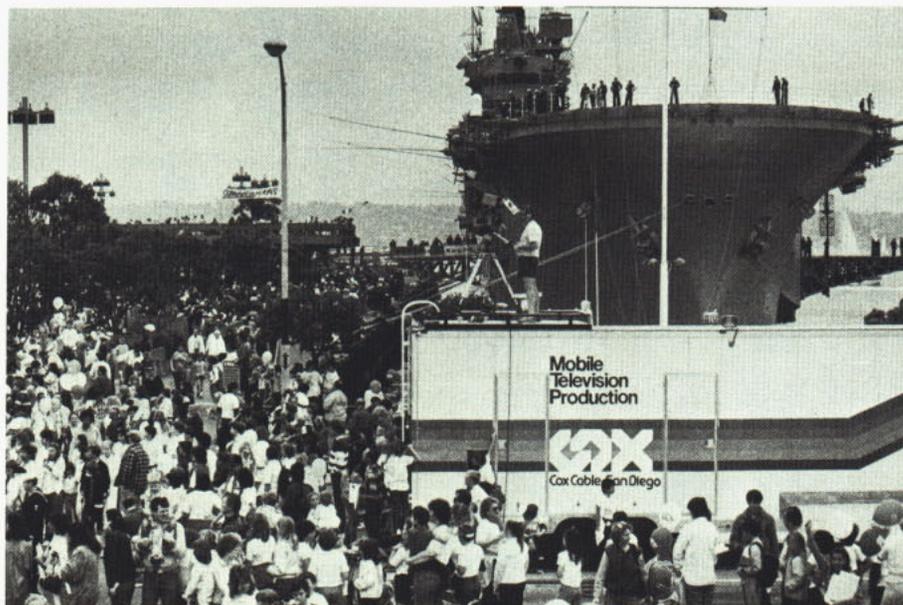
On the morning of Saturday, March 1, people from all over San Diego met at the city's downtown Horton Plaza. At 11:15 a.m., 35,000 people began a march that ended at San Diego's Broadway Pier and *Okinawa*. At the pier, spectators watched and listened to entertainers from all over San Diego, including the Navy Band and area dance groups, bicycle exhibitionists and others. There were also static displays from many organizations such as the local chapter of Mother's Against Drunk Drivers—MADD—and a



NO to drugs



San Diego school children and their parents shared a day of entertainment and commitment with professional athletes, business leaders, educators, entertainers, Navy units, citizens groups, police, government leaders and youth groups as all joined to make a resounding statement against drug abuse.



number of drug-rehabilitation groups. Following the entertainment, Soleil Moon Frye read a letter from First Lady Nancy Reagan to the marchers, encouraging them to say *no!* to drugs.

Later in the afternoon, more than 2,600 children and adults joined together on *Okinawa's* flight deck to spell out a 600-foot anti-drug message.

"This is great," said Engineman 1st Class Lance Deke, an *Okinawa* crew member. "I'm surprised this many people showed up. But, I'm glad they did. It's good to know that people are still sincere and ready to support a good cause.

"I'm glad the Navy is involved because I think the kids look up to us. It's important for them to know we're all here for their support. Everyone is saying *no!* to drugs."

The order of the day was clearly family togetherness, as old and young enjoyed the sights and sounds, and shared a common cause.

"This march was a good idea, and I think every town ought to have one," said Becky Byrd, a mother of five who participated in the march. "It was good

to see the Navy involved, because kids look up to people in uniform."

Diane Knapp, another mother in the march, said, "It's neat the kids know there is someone to go to. It gives me a good feeling to know that the government is also involved. The parents need its help."

"I really like this," said high school student Gloria Byrd. "It's about time we did something about drugs. I'm surprised so many people showed up, but I'm glad we have so many supporters."

By day's end, it was obvious to everyone who lives and works in San Diego that it's "in" to say *no!* to drugs. □

Nelson is assigned to the Navy Public Affairs Center, San Diego.

Bearings

CNO's change of command

The new Chief of Naval Operations, Adm. Carlisle A. H. Trost, emphasized the importance of Navy people to military readiness at change-of-command ceremonies held June 30. Trost said he would make every effort to maintain the

Navy's current state of readiness. "As Chief of Naval Operations," Trost said, "I don't intend to preside over a naval establishment that's headed downhill. To those for whom I work, to those who will be working with me and to the sailors in

the fleet, I can tell you that every effort in my four-year tour will be directed at maintaining the kind of readiness we enjoy today."

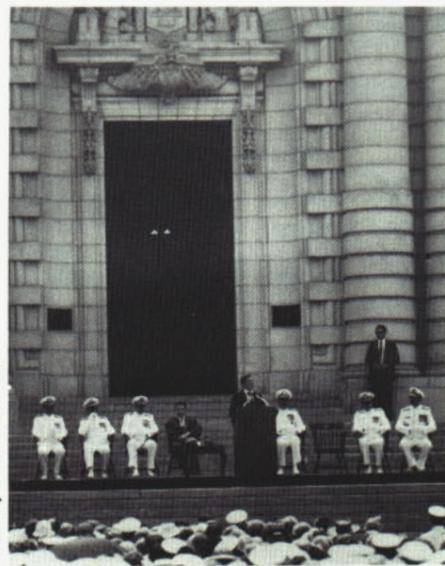
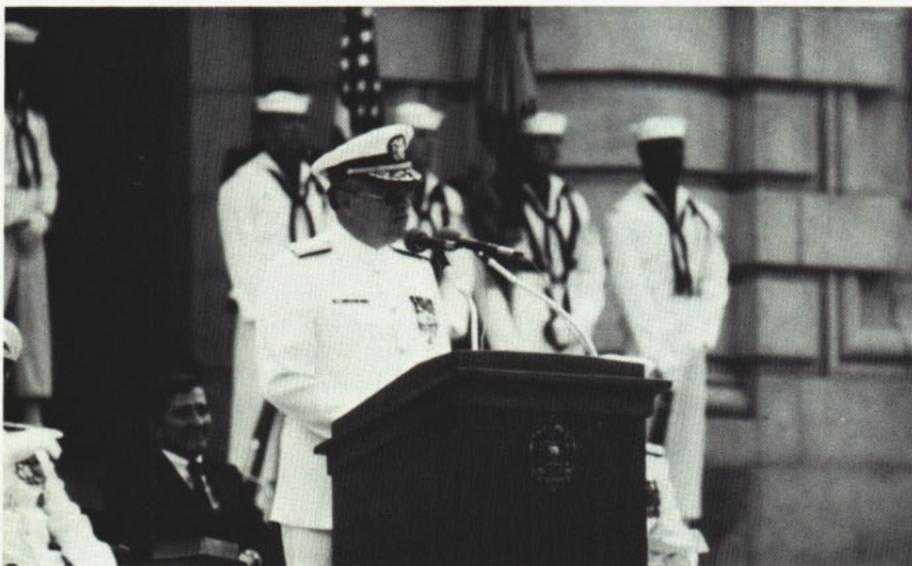
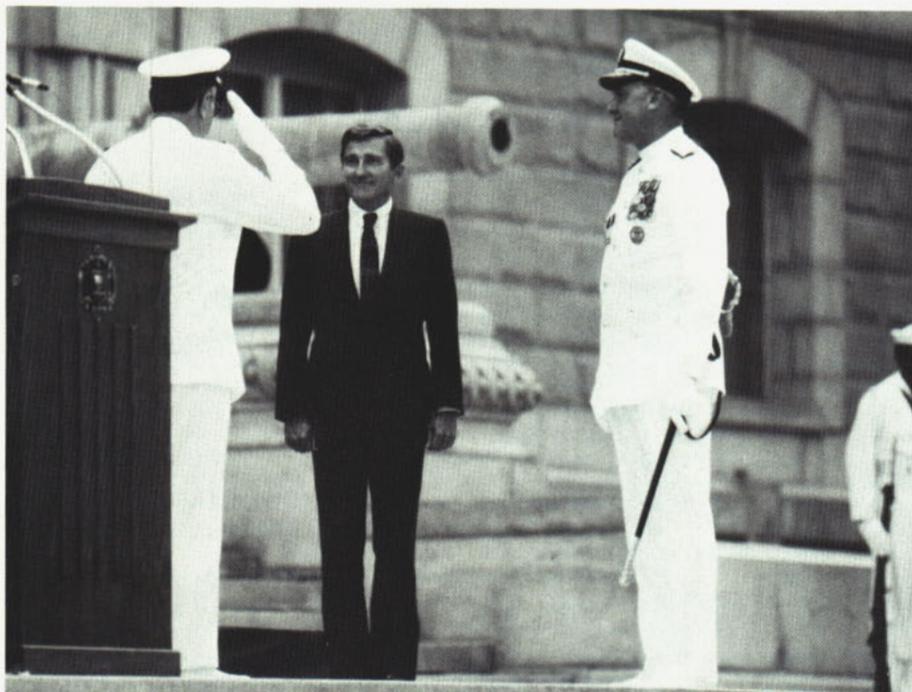
Trost said people will be the focus of his tour. "People have been, are, and will be our key to success. They are our first and foremost determinant of military readiness."

In his farewell speech, Adm. James D. Watkins said it is pride and professionalism that keep sailors at sea for months on end.

"Sailors inspired the nation when they beat drug abuse; when they conducted flawless operations in Grenada, the Persian Gulf, and more recently near the shores of Tripoli," he said. "The heart and spirit are back. Self-confidence and pride abound."

Secretary of Defense Caspar Weinberger was guest speaker at the change-of-command ceremony held at Annapolis, Md. Other guests included: Secretary of the Navy John Lehman, Chairman of the Joint Chiefs of Staff Adm. William J. Crowe and some 3,000 others. ■

Secretary of the Navy John Lehman joined 3,000 other guests at the U.S. Naval Academy as the Navy's top job changed hands.



Photos by PH1 Chuck Mussi

Armed Forces wrestling championships



The finest wrestlers from each of the armed services, including several prior national and international champions, participated in the recent four-day 1986 Armed Forces Wrestling Championships at Quantico, Va., that encompassed Freestyle and Greco-Roman style competition. Navy threw a scare into the eventual champion, the Marine Corps, by finishing a close second.

The Marine Corps team had come on strong in the first two days of action to take the Freestyle portion of the tournament with a total of 51 points. Their subsequent success in the final two days of Greco-Roman grappling gained them another 43 points and overall tourney victory. The Navy finished with 33 Freestyle and 36 Greco-Roman points, followed by the Army with a combined 50 points and the Air Force with seven points.

Top performers for the Marines were six-time and current national champion

Sgt. Lou Dorrance, competing in the 114.5-pound weight class; 1984 Olympic silver medalist and world champion Sgt. Greg Gibson, 220-pound class; and the number one ranked heavyweight in the United States, Cpl. Craig Pittman—all claiming double gold for Freestyle and Greco-Roman events.

Also on hand for double gold were Navy's Petty Officer 2nd Class Rob Herman and Petty Officer 1st Class Dave Butler—both ranked number one in the nation in their weight classes in Greco-Roman style. Seaman Bob Sterriker and Ensign Steve Klock also took double gold for the Navy.

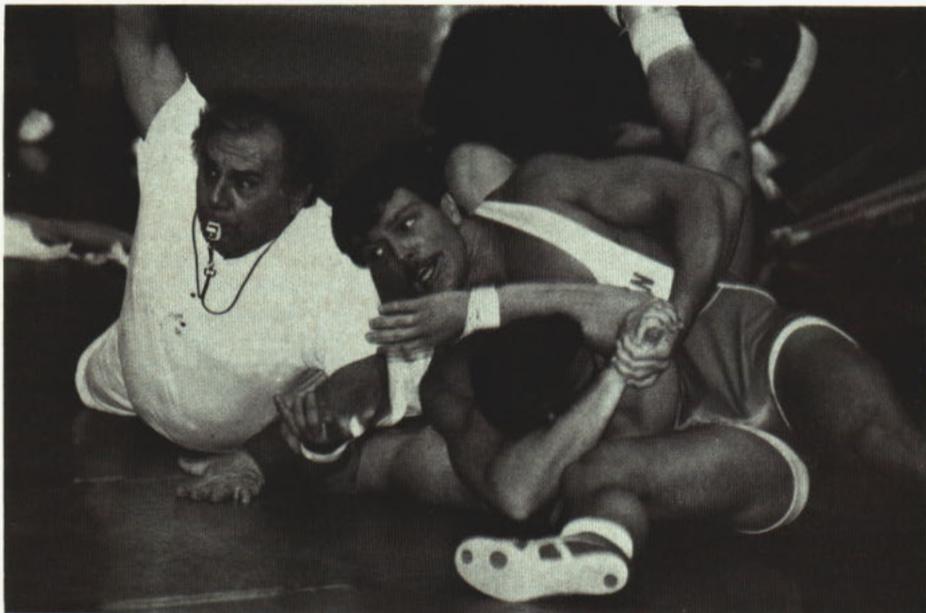
Hermann received additional distinction as the Freestyle event's most valuable wrestler and was awarded the Manuel Gorriaran Trophy. Army Specialist 4 Derrick Waldroup won the trophy in Greco-Roman.

Winning medals for the Navy team were: Sterriker (105.5-pound class), gold in Freestyle, gold in Greco-Roman; Seaman Recruit Phil Ogan (105.5) of Naval Training Photographic Center, Orlando, Fla., silver in Freestyle, bronze in Greco-

Roman; Petty Officer 3rd Class Clint Yale (114.5) of USS *Los Alamos* (AFDB 7), bronze in Greco-Roman; Hermann (125.5), gold in Freestyle, gold in Greco-Roman; Petty Officer 2nd Class Carl Stanley (125.5) of USS *Bolster* (ARS 38), bronze in Freestyle, Silver in Greco-Roman; Petty Officer 3rd Class Barney Wainwright (136.5) of NAS Cecil Field, Jacksonville, Fla., silver in Freestyle, bronze in Greco-Roman; Petty Officer Dave Butler (163) of SCTCPac San Diego, gold in Freestyle, gold in Greco-Roman; Ensign Steve Klock (180.5) of NAS Corpus Christi, Texas, gold in Freestyle, gold in Greco-Roman; Seaman Mike Carolan (198) of USS *Bradley* (FF 1071), gold in Freestyle, bronze in Greco-Roman; and Petty Officer 2nd Class Wayne Thomas of Dental Corps, Puerto Rico, silver in Greco-Roman. ■

—Story by Marine Sgt. R.D. Dewey, Quantico, Va.

Left: Marine Cpl. Craig Pittman of Quantico spins his Air Force opponent like a top. Below: Ensign Steve Klock of NAS Corpus Christi, Texas, pins his final opponent.



Guided Missile Aviation Cruiser (CHG): **MOSKVA Class**

MOSKVA CHG



191m 19,300t



Displacement: 17,000 tons full load. Length: 190 meters (632 feet). Propulsion: Steam turbines, 31 knots. Main Armament: Two twin SA-N-3 SAM launchers, one twin SUW-N-1 ASW launcher; two twin 57-mm AA gun mounts. Aircraft: 14 HORMONE/HELIX helicopters.

The *Moskva* and the *Leningrad* were completed in 1967 and 1968, respectively. The unique design of the ship includes a guided missile cruiser configuration forward and helicopter deck aft. A hangar deck below the flight deck is serviced by two aircraft elevators.

Moskva-class weapons include twin anti-aircraft and anti-submarine missile launchers, and anti-submarine rockets. The ship has hull-mounted and variable-depth sonars. Both ships are based in the Black Sea and operate regularly with the Mediterranean Squadron. □

The Log Book

“What’s past is prologue.” To help keep us mindful of our past, to help keep the present in perspective, and to give some insight into the future, *All Hands* presents a short review of articles that appeared in previous issues.

10 YEARS AGO— July 1976

- USS *Paul F. Foster* (DD 964) recently took aboard an SH-2F *Seasprite* helicopter, marking the first helo landing on the deck of a *Spruance*-class ship. *Foster* was conducting sea trials off the Southern California coast when the helicopter, from Helicopter Anti-submarine Squadron Light 33 (HSL 33), San Diego, landed as part of a routine training exercise. The destroyer can accommodate two helicopters.

- All Boilermakers (BR) will automatically convert to Boiler Technician (BT) on January 1, 1977, a move designed to combine like ratings and identify specialties with an appropriate Navy Enlisted Classification Code (NEC).

20 YEARS AGO— July 1966

- Two downed fliers can thank the crew of the destroyer escort USS *Falgout* (DER 324) for rescuing them from the South China Sea. The two were in the water almost two hours before being picked up. They had just made their sixth bombing run of the day, striking reported concentrations of Viet Cong troops, when their plane was hit by ground fire. They ejected and landed 10 miles off the Vietnam coast. Smoke bombs and flares, fired from their life raft, assisted *Falgout*'s helicopter in locating the pilots.

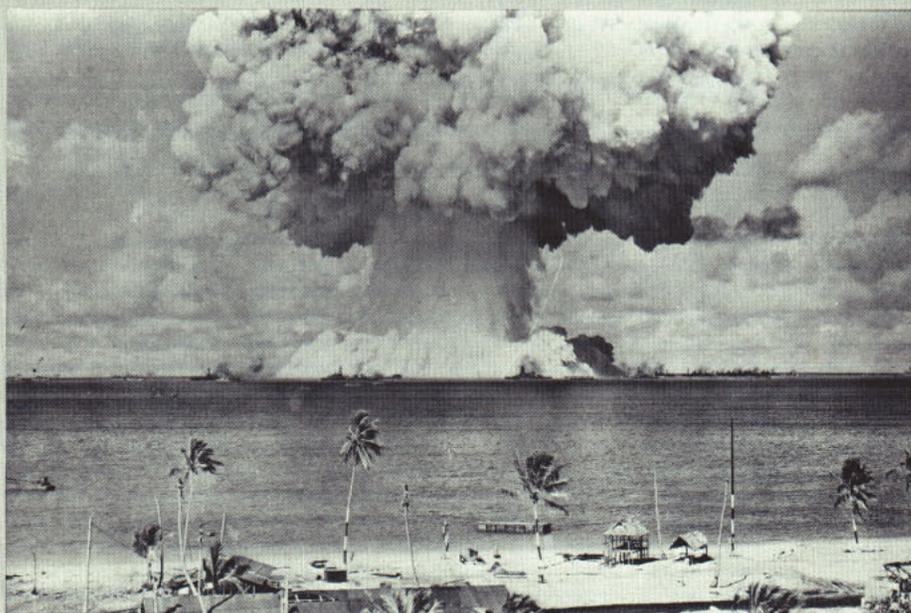
- Two high-speed 50-foot *Swift* boats chalked up the first long-range operational deployment of small boats to be conducted in Vietnam. The newly-deployed craft conducted a 1000-mile patrol

along the entire coast of South Vietnam in a 17-day trip from Phu Quoc Island to the 17th parallel. This first use of the *Swifts* was designed to test their operational capability to deploy and operate with other units in all areas of South Vietnam during Operation *Market Time*.

40 YEARS AGO— July 1946

- The biggest laboratory test in history is being readied for Bikini Atoll to learn

how Navy ways must change to meet an atomic threat. Operation *Crossroads* will begin in July with the dropping of the first of three atomic bombs on the tiny Marshall Island atoll of Bikini, in a series of tests to help determine the future of Navy construction and tactics. The first bomb will be detonated in the air July 1, to be followed by a second test involving a surface or sub-surface explosion in August and by a third test in which a bomb will be detonated deep beneath the water sometime in 1947. □



Mail Buoy

Kidd vs. Kidd

Your March 1986 article on ship ceremonies correctly identified Mrs. Angelique Kidd Smith as the daughter of Adm. Isaac C. Kidd Jr., USN (Ret.). The ship USS *Kidd* (DDG 993) was identified as having been named for Adm. Kidd. Fortunately, this is not so as ships are generally named for individuals who are deceased.

Kidd is named for Rear. Adm. Isaac C. Kidd Sr., who was Adm. Kidd's father and Mrs. Smith's grandfather. Rear Adm. Kidd died in USS *Arizona* at Pearl Harbor and was posthumously awarded the Medal of Honor for his actions.

—Cmdr. Jean L. Kohlmeyer
OPNAV Washington, D.C.

Reunions

- **USS Gurke (DD 783)**—Reunion planned. Contact Larry Gore, 412 Cleveland St., Summerville, S.C. 29483.
- **University of Wisconsin NROTC Unit**—Establishing an Alumni Association. Contact Commanding Officer, NROTC Unit, University of Wisconsin, 1610 University Ave., Madison, Wis. 53705-4086; telephone (608) 262-3794.
- **USS Henry W. Tucker (DDR/DD 875)**—Reunion planned. Contact Ronald D. Campbell, 3814 Constitution Ave., Colorado Springs, Colo. 80909.
- **USS LST 860/US Dolye C. Barnes (DE 353)**—Reunion planned. Contact Bill Dickey, 3700 Herring, Apt. 3E, Wichita Falls, Texas 76302; telephone (817) 767-3155.
- **Air Group 27**—Reunion planned. Contact Leo B. Ghasin Jr., 510 Dadson Drive, Lansing, Mich. 48910.
- **U.S. Submarine Veterans**—Convention Aug. 21-24, 1986, Boston. Contact Ed Lang, 64 Bigelow #11, Watertown, Mass. 02172; telephone (617) 924-0387.
- **USS Clemagore (SS 343)**—Reunion Aug. 22-24, 1986. Contact Paul Orsted, 30 Surrey Lane, Norwich, Conn. 06360; telephone (203) 889-4750.
- **Naval Minewarfare Association**—Convention Aug. 24-28, 1986, Reno, Nev. Contact H.H. Stettler, 3604 Greenleaf Drive, Santa Rosa, Calif. 95041; telephone (707) 545-8626.
- **USS Hoe (SS 258)**—Reunion Aug. 26-30, 1986, Baltimore. Contact Harry Flagg, 7003 23rd Ave. W., Bradenton, Fla. 33529; telephone (813) 792-6916.
- **USS Sennet (SS 408)**—Reunion Aug. 25-31, 1986, Baltimore. Contact Bill Stanley, 7050 Vrain St., Westminster, Colo. 80030.
- **USS Enterprise (CVAN 65)**—Reunion Aug. 27-30, 1986, Norfolk, Va. Contact Eddie R. Cook, 914 Pamlico Drive, Cary, N.C. 27511; telephone (919) 467-7439.
- **USS Greenling (SS 213)**—Reunion Aug. 27-31, 1986, Baltimore. Contact George Hinda, 172 W. Middlesex Drive, Carlisle, Pa. 17013; telephone (717) 243-3855.
- **U.S. Submarine Veterans of World War II**—Annual convention Aug. 27-30, 1986, Baltimore. Contact G.R. Anderson, 5450 Old Court Road, Apt. 201, Rondallstown, Md. 21133; telephone (301) 655-2563.
- **USS Cochino (SS 345)/USS Tusk (SS 426)**—Reunion Aug. 27-31, 1986, Baltimore. Cochino contact: Lester Robertson, 1711 Dixon Drive, Colorado Springs, Colo. 80909; Tusk contact: Ralph Riley, 552 Ridge Pike, Lafayette Hill, Pa. 19444.
- **USS Cabrilla (SS 288)**—Reunion Aug. 27-31, 1986, Baltimore. Contact William E. Reitz, 1225 6th Place, Port Hueneme, Calif. 93041; telephone (805) 483-5242.
- **USS Fletcher (DD/DDE 445)**—Reunion Aug. 28-31, 1986, Portland, Ore. Contact Donald H. Dahlke, 365 N.W. Gleneagle Drive, Sherwood, Ore. 97140; telephone (503) 625-7939.
- **USS Philadelphia (CL 41)**—Reunion September 1986, Denver. Contact F.J. Ameresen, 93 Dumbar St., Somerset, N.J. 08873; telephone (201) 545-1475.
- **USS Wasp (CV/CVA/CVS 18) all crewmen and air groups**—Reunion September 1986, Providence, R.I. Contact Michael Crawley, 7 Sir Charles Road, Lincoln, R.I. 02865.
- **Radar School Personnel of Virginia Beach (stationed there 1942-1945)**—Reunion September 1986, Virginia Beach, Va. Contact Joseph H. Thompson, 7045 Bexley Drive, Indianapolis. 46256; telephone (317) 849-4957.
- **Marine Bombing Squadron (VMB 613)**—Reunion September 1986, Oshkosh, Wis. Contact Robert E.P. Cherry, 1041 S. Oakwood Ave., Geneseo, Ill. 61254.
- **USS Brush (DD 745)**—Reunion September 1986, Nashville, Tenn. Contact Ted J. Dvorak, 8418 15th Ave., Kenosha, Wis. 53140; telephone (414) 658-1997.
- **USS Porter (DD 800)**—Reunion September 1986. Contact John A. Herron, HC 75, Box H, Chadron, Neb. 69337.
- **USS Allen M. Sumner (DD 692), Battle of Ormac Bay 1944 or later**—Reunion September 1986, Reno, Nev. Contact Roy W. Ferguson, 145 NE Fatima Terrace, Port St. Luce, Fla. 33452.
- **USS Cony (DD 508), 1942-1970**—Reunion Sept. 3-7, 1986, Portland, Maine. Contact Bill Skillings, P.O. Box 146, Orr's Island, Maine 04066; telephone (207) 833-6208.
- **USS Rainier (AE 5)**—Reunion Sept. 4-6, 1986, Indianapolis. Contact Thomas R. Lain, R.R. 2, Box 232, Edinburg, Ind. 46124; telephone (812) 587-5456.
- **USS Quincy**—Reunion Sept. 4-7, 1986, Quincy, Mass. Contact Albert Levesque, 46 Foster St., Pawtucket, R.I. 02861.
- **USS Edgar G. Chase (DE 16)**—Reunion Sept. 4-6, 1986, Seattle. Contact Elmo Allen, 5125 Old Canton Road #205, Jackson, Miss. 39211; telephone (601) 956-7255.
- **USS Saginaw Bay (CVE 82)**—Reunion Sept. 5-7, 1986, Seattle. Contact Earl J. Homman, 4220 Old Mill Road, Lancaster, Ohio; telephone (614) 654-1651.
- **105th Navy Construction Battalion, World War II**—Reunion Sept. 5-7, 1986, Denver. Contact Wayne Linton, W. 818 Chrissie Circle, Shawano, Wis. 54166; telephone (715) 745-2389.
- **Composite Squadron 78**—Reunion Sept. 5-8, 1986, Seattle. Contact Earl J. Homman, 4220 Old Mill Road, Lancaster, Ohio; telephone (614) 654-1651.
- **USS Lamson (DD 367)**—Reunion Sept. 5-8, 1986, La Crosse, Wis. Contact Ray Duley, Heritage Square L-3, Mission, Texas 78572; telephone (512) 581-4632.
- **USS Wayne (APA 54)**—Reunion Sept. 5-8, 1986, Williamsburg, Va. Contact Joseph Viedaka, Route 8, Box 559, Johnson City, Tenn. 37601; telephone (615) 926-5226.
- **USS Almoack (AD 27/AK 10)**—Reunion Sept. 15-18, 1986, Charleston, S.C. Contact Joseph Viedaka, Route 8, Box 559, Johnson City, Tenn. 37601; telephone (615) 926-5226.
- **FAW 7, World War II Dunkeswell, England, 1943-45, VPB Squadrons 103, 105, 110, 111, 112, 114 & HEDRON 7**—Reunion Sept. 6-8, 1986, Salt Lake City. Contact John W. Koning, 922 East 225 North, Layton, Utah 84041; telephone (801) 544-9408.
- **VP 2**—Reunion Sept. 8-11, 1986, NAS Whidbey Island, Washington. Contact Frank Hart, Rt. 4, Box 54 A-1, Cle Elum, Wash. 98922.
- **Navy/Marine Corps Mail Clerks-Postal Clerks**—Reunion Sept. 9-14, 1986, Harrisburg, Pa. Contact Patricia D. Hamilton, 5501 Seminary Road, Unit 1109-South, Falls Church, Va. 22041; telephone (703) 845-5428.
- **USS Emmons (DD 457/DMS 22)**—Reunion Sept. 10-14, 1986, Downton Inn, Pa. Contact D. Jensen, 87-26 259th St., Floral Park, N.Y. 11001; telephone (718) 343-3295.
- **USS Frazier (DD 607)**—Reunion Sept. 10-

Reunions

14, 1986, New Orleans. Contact Loren Troxel, 20236 23rd Place, N.W., Seattle, Wash. 98117; telephone (206) 542-3612.

• **USS San Francisco (CA 38)**—Reunion Sept. 10-14, 1986, Orlando, Fla. Contact Ed Wittler, 2949 Flannery Road, San Pablo, Calif. 94806; telephone (415) 222-2187.

• **USS Hope (AH 7)**—Reunion Sept. 11-14, 1986, Norfolk, Va. Contact Rew A. Wilson, P.O. Box 3613, Eureka, Calif. 95502.

• **USS Rowan (DD 405)**—Reunion Sept. 11-14, 1986, Atlanta. Contact E.C. Harvey, 903 Stratford Road, Avondale Estates, Ga. 30002; telephone (404) 299-1586.

• **USS Harding (DD 625/DMS 28)**—Reunion Sept. 11-14, 1986, Boston. Contact G. Taylor Watson, Box 13A, McDaniel, Md. 21647; telephone (301) 745-9725.

• **USS Kimberly (DD 521)**—Reunion Sept. 11-14, 1986, Orlando, Fla. Contact Arthur C. Forster, 2312 Nela Ave., Orlando, Fla. 32809; telephone (305) 855-5625.

• **USS Alcor (AR 10/AD 34) World War II**—Reunion Sept. 12-14, 1986, Portland, Maine. Contact John Rogers, 51 Fourth Ave., Portland, Maine 04210; telephone (207) 784-8831.

• **USS LST 263**—Reunion Sept. 12-14, 1986, Orlando, Fla. Contact Ben J. Petrussek, 4209 James Drive, Metairie, La. 70003; telephone (504) 887-1467.

• **FASRon 118, Naha, Okinawa**—Reunion Sept. 12-14, 1986, Kansas City, Mo. Contact W.J. Kuhn, 3605 NE 48th St., Kansas City, Mo. 64119; telephone (816) 454-8376.

• **USS PCS 1391**—Reunion Sept. 12-14, 1986, East Liverpool, Ohio. Contact Charles Arnfield, P.O. Box 286, Lisbon, Ohio 44432; telephone (216) 424-55373.

• **USS Cape Esperance (TCVV-E 88)**—Reunion Sept. 13-14, 1986, Bellingham, Wash. Contact Steve Baran, 134 Fox Del Circle, Jacksonville, Ark. 72076.

• **USS Belknap (DD 251/APD 34) World War II**—Reunion Sept. 13-15, 1986, Newport, R.I. Contact Paul J. Eisenman, 540 E. Portage Terrace, Apt. 103, Cuyahoga Falls, Ohio; telephone (216) 928-4415.

• **USS Colorado**—Reunion Sept. 15-17, 1968, St. Paul, Minn. Contact Jerry Kafka, 1230 E. Como Blvd., St. Paul, Minn. 55117.

• **USS Sproston**—Reunion Sept. 16-20, 1986, San Diego. Contact Joseph Hallam, 17023 Mayall St., Northridge, Calif. 91325.

• **USS President Adams (APA 19)**—Reunion Sept. 16-20, Tidewater Virginia. Contact W. Bill Lindner, P.O. Box 4006, Virginia Beach, Va. 23454; telephone (804) 340-8551.

• **USS Fanning (DD 385)**—Reunion Sept. 17-21, 1986, Tulsa, Okla. Contact Fred

Winger, 13509 Brogan Ave., Bakersfield, Calif. 93312; telephone (805) 589-4439.

• **USS Thatcher (DD 514)**—Reunion Sept. 17-20, 1986, San Diego. Contact G.C. Hinds, 5509 Shooters Hill Lane, Fairfax, Va. 22032; telephone (703) 278-8254.

• **USS Cincinnati (CL 6)**—Reunion Sept. 17-19, 1968, San Diego. Contact G.D. Christmas, 4510 Nantucket Blvd., Apt. 7, Austintown, Ohio 44515; telephone (216) 792-1281.

• **26th Construction Battalion**—Reunion Sept. 18-20, 1986, Brainerd, Minn. Contact Harry Friedrich, 3671 Mockingbird Lane, Dayton, Ohio 45430.

• **USS Wasp (CV 18)**—Reunion Sept. 18-20, 1986, Providence, R.I. Contact Mike Crawley, 7 Sir Charles Road, Lincoln, R.I. 02865; telephone (401) 334-2084.

• **1st Strategic Air Depot, 8th Air Force (Honington Air Base, England) World War II**—Reunion Sept. 18-21, 1986, San Francisco. Contact Warren Stanley, 3207 Myles Court #3, San Jose, Calif. 95117.

• **USS Moale (DD 693), USS Sumner (DD 692), USS Cooper (DD 695), Battle of Ormac Bay and all support ships**—Reunion Sept. 18-21, 1986, Reno, Nev. Contact Russell Catardi, 513 County Line, Hatboro, Pa. 19040.

• **USS Wasp (CV 7)**—Reunion Sept. 18-21, 1986, Nashville, Tenn. Contact Red Connell, 7215 W. 24th St., Tacoma, Wash. 98446.

• **USS Halford (DD 480)**—Reunion Sept. 18-21, 1986, Norfolk, Va. Contact John MacDonald, 5939 Dark Wood Drive, Houston 77088.

• **USS PC 477**—Reunion Sept. 19-21, 1986, Corning, N.Y. Contact Art Dunkelberger, 1138 Rana Villa Ave., Camp Hill, Pa. 17011; telephone (717) 761-2473.

• **USS Houston (CA 30/CL 81)**—Reunion Sept. 22-28, 1986, Portland, Ore.. Contact Don G. Michalak, 12441 N. Albion St., Thornton, Colo. 80241.

• **USS Norton Sound (AV 11/AVM 1)**—Reunion Sept. 24-28, 1986, Port Hueneme, Calif. Contact Robert Hovestadt, P.O. Box 487 Port Hueneme, Calif. 93041; telephone (805) 485-6144.

• **USS Concord (CL 10)**—Reunion Sept. 24-27, 1986. Contact Adam Panarese, 701 Milby Drive, Chesapeake, Va. 23325.

• **459th Bomb Group**—Reunion Sept. 25-28, 1986, Dayton, Ohio. Contact Dyron E. Wentz, P.O. Box 618, Morehead, Ky. 40351; telephone (606) 784-5355.

• **USS Chester (CA 27)**—Reunion Sept. 25-27, 1986, Dallas. Contact Bobby E. Osborne, P.O. Box 1057, Waxahachie, Texas 75165; telephone (214) 937-8308.

• **USS Midway (CV 41)**—Reunion Sept. 25-

28, 1986, Las Vegas, Nev. Contact Crew Members Association, 5023 Royal Ave., Las Vegas, Nev. 89103; telephone (702) 873-9841.

• **U.S. Naval Cryptologic Veterans Association**—Reunion Sept. 25-27, 1986, San Antonio, Texas. Contact Jim Lusk, 1401 Lime Rock Drive, Round Rock, Texas 78681; telephone (512) 244-7288.

• **USS Dyson**—Reunion Sept. 25-27, 1986, Gatlinburg, Tenn. Contact Edwin B. Fulker-son, Route 14, Box 182, Johnson City, Tenn. 37615; telephone (615) 282-1236.

• **USS LST 372**—Reunion Sept. 26-28, 1986, Champaign, Ill. Contact Richard McNattin, 609 S. Victor, Champaign, Ill. 61821; telephone (217) 356-4567.

• **U.S. Navy Patrol Squadron 8 (VPML 8/VP 8)**—Reunion Sept. 26-28, 1986, Rhode Island. Contact Donald P. Stowe, 2505 Hartford Ave., Johnston, R.I. 02919; telephone (401) 934-1646.

• **All ASRs, all submarine rescue vessel personnel**—Reunion Sept. 26-28, 1986, San Diego. Contact A.J. Poisson, 1500 Third Ave. #33, Chula Vista, Calif. 92011; telephone (619) 426-9893.

• **USNAS New York**—Reunion Sept. 26-28, 1986, Daytona Beach, Fla. Contact Dan Bontien, P.O. Box 761, Palm Coast, Fla. 32037; telephone (904) 445-4822.

• **USS Quillback (SS 424)**—Reunion Sept. 26-28, 1986, Charleston, S.C. Contact Walt Brown, 10 Summit Ave., Goose Creek, S.C. 29445; telephone (803) 553-7544.

• **USS Lindsey (DM 32)**—Reunion Sept. 26-29, 1986, San Diego. Contact J.L. Arrington, 5197 Suwannee Road, Spring Hill, Fla. 33526.

• **USS New Mexico (BB 40)**—Reunion Sept. 26-28, 1986, St. Paul, Minn. Contact LeRoy Miller, 8619 Villa Crest Drive, St. Louis, Mo. 63126; telephone (314) 842-1806.

• **USS Saratoga (CV 3)**—Reunion Sept. 26-28, 1986, Long Beach, Calif. Contact P.R. Tonelli, 6382 Cantiles Ave., Cypress, Calif. 90630.

• **LST Flotilla 7**—Reunion Sept. 24-27, 1986, Newport, R.I. Contact William Aschoff, 9 Arborway Drive, Scituate, Mass. 02066; telephone (617) 545-0795.

• **USS Appalachian (AGC 1)**—Reunion Sept. 29-Oct. 2, 1986, Reno, Nev. Contact B.C. Blodgett, Rt. 1, Box 216, Mt. Vernon, Ore. 97865; telephone (503) 932-4915.

• **USS Gen. W.A. Mann (AP 112)**—Planning a reunion in fall 1986 for crew members who served between 1943-1966. Contact Gerald J. Bligh Jr., 54 Fernview Ave., North Andover, Mass. 01845; telephone (617) 685-1628.

5

Navy Rights & Benefits



Your Retirement

Your Retirement

One of the major attractions of the military career has always been the military retirement package. Most members become eligible for retirement after 20 years of service, regardless of age or rank. Military rights and benefits provide not only an element of security but also an opportunity to embark on a second career while still enjoying many benefits of the first.

In this issue, we take a look at what the military retirement package includes, how to make sure you are able to take full advantage of these benefits and where to go if you need help or information.

Certain changes to the military retirement system have been proposed. To be sure that your retirement rights and benefits information is up-to-date, contact your Command Career Counselor.

Categories of Retired Personnel

Regular Navy Retired List

Consists of regular Navy officers and enlisted personnel who are entitled to retirement under any provision of law. They are subject to the Uniform Code of Military Justice and to the orders and regulations of the Secretary of the Navy. They may be ordered to active duty at any time, at the discretion of the Secretary of the Navy.

Fleet Reserve

Consists of former warrant and commissioned officers and enlisted personnel of the regular Navy and Naval Reserve who have been transferred to the Fleet Reserve upon completion of 20 years or more—but less than 30 years—of active military service including constructive service earned through Dec. 31, 1977. Members of the Fleet Reserve are entitled to receive retainer pay when they are released to inactive duty. They are subject to the Uniform Code of Military Justice and to the orders and regulations of the Secretary of the Navy. They are also subject to recall at any time to active duty. Members are transferred to the retired

list upon completion of 30 years service—active and Fleet Reserve.

Naval Reserve Retired List

Composed of members (not including former members) of the Naval Reserve entitled to retired pay. Retired members of the Naval Reserve may be ordered to active duty without their consent but only if the Secretary of the Navy, with the approval of the Secretary of Defense, determines that there are not enough qualified reserves in an active status.

Retired Reserves

Consists of reservists who have been transferred to the Retired Reserve without pay.

Temporary Disability Retired List

Consists of members who have been found to be temporarily unable to perform the duties of their rank or rating by reason of physical disability which may be of a permanent nature. For more details, see the Disability Evaluation Manual (SECNAVINST 1850.4A).

Permanent Disability Retired List

Consists of members who have been found to be permanently unable to perform the duties of their rank or rating by reason of physical disability. For more details, see the Disability Evaluation Manual (SECNAVINST 1850.4A).

Computation of Retired/Retainer Pay

There are various provisions of law under which Navy retired pay may be computed. Active duty members who have a question about the particular formula to be used in computing Navy retired pay should consult a career counselor. Retired members who have a question about the particular computation formula should address an inquiry to the Navy Finance Center (see "Where To Go For Information" on page 46).

For your own protection and to pre-

vent misinterpretation of information furnished, submit questions about retired pay to the Navy Finance Center by letter rather than by telephone.

If you registered allotments while on active duty, most will remain in effect when you are transferred to the Fleet Reserve or are retired, provided that the total amount allotted is less than the anticipated net retired or retainer pay. Allotments registered on your DD 2272 will continue to be deducted from your retired pay unless you stop or change them.

You may register allotments of retired pay only for the premiums of life insurance on your own life or family type insurance which includes your life. You may also register treasury allotments which may be used to repay indebtedness to another U.S. government agency; allotments for U.S. Savings Bonds; and allotments for the support of spouse, former spouse(s) and/or your children not residing with you. Once allotments are registered, they will remain in effect until the Navy Finance Center receives notice of a change.

Survivor Benefit Plan

Established in 1972, the Survivor Benefit Plan (SBP) replaces the Retired Servicemen's Family Protection Plan (RSFPP) for all military personnel who retire with pay on or after Sept. 21, 1972.

It is a survivor benefit program which complements the survivor benefits of social security. The plan provides all career members of the uniformed services—who reach retirement eligibility, including reservists who qualify for retired pay at age 60—an opportunity to leave a portion of their retired pay to their survivors at a reasonable cost.

Travel, Shipment and Storage of Household Goods

A Navy member on active duty who is retired for physical disability, placed

Summary of Authorizations and Restrictions for Shipment and Storage of Household Goods

Authorization	Restrictions
<p>You may select a home of your choice and have your household goods, within your authorized weight allowance, shipped from your last duty station to the home selected.</p> <p>You may also have household goods shipped from any previous duty station, from a designated place in the United States, from storage, or any combination thereof to the home selected for the purpose of receiving allowance for your travel.</p> <p>You may place all or a portion of your household goods in non-temporary storage at government expense.</p> <p>Household goods which were placed in non-temporary storage must be shipped directly to a residence. Exceptions are granted if certain conditions exist. See the transportation officer at destination to discuss these conditions.</p> <p>Your household goods which were not placed in non-temporary storage may be placed in temporary storage at origin, in transit or destination pending shipment to the selected home.</p> <p>You may have household goods moved locally from government quarters under retirement authorization and later shipped to a selected home.</p> <p>In lieu of household goods, you may have a mobile home shipped for use by you or your dependents only from your last CONUS duty station to the home selected in CONUS or Alaska.</p> <p>You may have one POV, owned by yourself or your dependent, and shipped for you or your dependents' use to an outside CONUS destination only.</p>	<p>Once you have selected a home and traveled to it, your selection is irrevocable as far as reimbursement for travel or shipment of household goods is concerned.</p> <p>If an extension of the one year time limit or shipment to other than the home of selection is desired, see your personal property transportation officer. Shipment to outside CONUS at government expense depends on the date of completion of 18 or more years service as of Nov. 1, 1981. For exceptions to this, see your transportation officer.</p> <p>Non-temporary storage may not exceed one year from date active duty was terminated.</p> <p>Goods must be turned over to a transportation officer or carrier for shipment within one year after termination of active duty.*</p> <p>Ninety days temporary storage is authorized in connection with a shipment to the selected home. An additional 90 days may be authorized if a detailed statement of circumstances beyond your control is furnished to the personal property officer to support your request for storage in excess of 90 days. Storage beyond 180 days is not authorized.</p> <p>Temporary storage is not authorized in connection with shipment from non-temporary storage or in connection with local moves.</p> <p>Non-temporary storage of a mobile home is not authorized.</p> <p>Mobile home may not be shipped outside CONUS (except to and from Alaska) at government expense.</p> <p>Preparation expense to make the mobile home roadable prior to shipment, structural repairs en route and purchase of parts are not authorized at government expense.</p> <p>The one-year time limit for turnover for shipment applies unless extended for one of the reasons stated in Table on p. 46. POV shipments from CONUS to CONUS are not authorized for retirees.</p>

NOTE: For complete details regarding storage and shipment of household goods, see your Personal Property Officer.

*Exceptions to the time limit for shipment and storage of household goods are made in those instances described on pages 39 and 40.

on the temporary disability retired list regardless of length of service, or who, following at least eight years continuous active duty with no single break in service of more than 90 days, is transferred to the Fleet Reserve, discharged or involuntarily released *with readjustment or severance pay*; may select a home location and receive travel allowances and shipment of personal property from the last duty station to the new selected location.

The home selected does not have to agree with the home of record. However, once a member has selected a home and traveled to it, the selection is irrevocable as far as receipt of travel allowance is concerned.

Travel to the selected home and turnover of the personal property for shipment must, in general, be completed within one year after termination of active duty.

Exceptions to the one year time limit may be made when:

a) a member is undergoing hospitalization or medical treatment on the date of termination of active service, or is hospitalized or undergoes treatment at any time during the year following retirement; or

b) when a member is undergoing education or training on the date of retirement to qualify for acceptable civilian employment, or begins such education or training within the one-year period following retirement, or for other deserving cases.

Travel of Dependents

Upon retirement from the Navy, all officers and all enlisted personnel in the grades of E-4, with more than two years of service, and E-5 through E-9 are entitled to transportation of their dependents to the same location that the member has selected for his or her personal travel.

Dependents must also perform any authorized travel within one year after termination of the member's active duty with the same exceptions that apply to the member.

Your Retirement

Household Goods Shipment and Storage

The authorization and restrictions for shipment and storage of household goods are summarized in a table on page 40.

Base Facilities and Other Privileges

Members retired with pay are privileged to use U.S. armed forces base facilities subject to the availability of space, facilities and capabilities of the activity. Reserve personnel retired in non-pay status are not entitled to these privileges.

The commanding officer of the service activity determines whether or not base facilities are available to retired personnel. He must take into consideration the number of active duty personnel served by the base. The use of a base facility is a privilege which may be granted, not a right to which a retired member is automatically entitled.

The United States Naval Home

The United States Naval Home, Gulfport, Miss., is a naval station maintained to provide a home for officers and enlisted personnel of the Navy and Marine Corps and of the Coast Guard (when they served in that organization as part of the Navy) who may be entitled to admission.

The home, under management control of the Naval Military Personnel Command (NMPC), is available to officers and enlisted members (male and female) who have been separated from service under honorable conditions or who are eligible to receive retired pay, and who are unable to support themselves by manual labor.

Applicants must be of suitable moral character and must be in such physical condition at the time of entry into the home that they can be adequately cared for by the existing facilities.

Medical Care

The terms USHBP and CHAMPUS apply to one of the most important benefits available to retired members with dependents—especially the member who heads a growing family.

- USHBP stands for the Uniformed Services Health Benefits Program, one of the most comprehensive programs of medical benefits in the United States today.

Covered under USHBP are retired members, dependents of retired members, and survivors of deceased active duty or retired members.

The program's benefits are available either in a uniformed services medical facility (Navy, Army, Air Force and certain Public Health Service facilities) or in civilian facilities under the part of the USHBP called CHAMPUS (Civilian Health and Medical Program of the Uniformed Services).

- CHAMPUS is that part of the overall USHBP program which provides for medical care for retired members and dependents in civilian facilities (civilian hospitals, clinics, doctors' offices, doctors' visits, etc.).

You don't have to subscribe, enroll or pay premiums for the benefits of USHBP. The key is an ID card. Make sure your authorized dependents have current cards and are enrolled in DEERS.

Don't expect routine dental care under CHAMPUS because Congress did not intend that it be a dental care program. "Denticare" legislation is being considered by Congress and may be available in the future. There is some authorized dental care under CHAMPUS but it is generally that dental care which is: a) medically necessary in the treatment of an otherwise covered medical (not dental) condition; b) is an integral part of the treatment of such medical treatment; and c) is essential to the control of the primary medical condition.

Beginning July 1, 1985, dental care may be provided at uniformed services dental facilities on a space-available

basis. Because of mission and capability differences, each dental facility will vary in the extent of care provided.

USHBP belongs to all the uniformed services and the commissioned corps of the Public Health Service (PHS) and the National Oceanic and Atmospheric Administration (NOAA).

For further information on USHBP and CHAMPUS, see "Medical and Dental Care" in the June 1986 issue of *All Hands*.

Veterans Benefits for Retirees

The Veterans Administration (VA) is the agency responsible for administering the major veterans' programs authorized by Congress. Retirement is considered the same as discharge for the purpose of VA benefits. Therefore, the benefits administered by the VA which are available to personnel being separated or discharged from active service are available under the same conditions to retired personnel.

Eligibility for individual retired members for specific VA benefits must be determined by the VA. The Navy Department has no control over benefits authorized by law and payable by other government agencies. The percentage of disability determined by the Navy for retirement purposes does not affect the determination of percentage of disability determined by the VA for VA benefits. The role of the Navy Department consists only of furnishing to the VA information which might be requested by that agency concerning the retired Navy members' military service and military retired pay.

The VA has regional offices and centers in each state, Puerto Rico and the Philippines. Questions concerning VA benefits should be addressed to the nearest VA office.

To assist the VA in providing efficient service, you should submit a copy of your retirement orders, separation form DD 214N, when first seeking a benefit. Always give your full name, address, and

Your Retirement

Social Security Number. When contacting the VA about benefit claims, address your regional office and give your VA file or claim number.

The VA is authorized by law to guarantee loans for homes; to administer the National Service Life Insurance, Servicemen's Group Life Insurance and Veterans Group Life Insurance programs; to provide medical benefits to disabled veterans and veterans of wartime service; to administer financial benefits payable to eligible veterans and their survivors; to provide special training and other aids to disabled veterans; to provide educational assistance or benefits for veterans, depending on their service dates; to administer the contributory educational assistance program for veterans who entered active duty on or after Jan. 1, 1977; and to administer certain burial benefits. For additional information on veterans benefits, see "Veterans Benefits" in the September 1986 issue of *All Hands*.

Federal and State Benefits

Unemployment Compensation

Your eligibility for unemployment compensation will be determined by the law of the state in which you file a claim. Income while unemployed may affect your eligibility for unemployment insurance. In some states, benefits are reduced or denied if you receive pay for unused leave or severance pay. Federal law requires all states to reduce the benefits, if you are receiving a pension or retirement pay. Benefits will not be paid in any state while you are receiving certain educational assistance or vocational subsistence allowances from the VA.

You may receive unemployment compensation for ex-service members (Title 5, U.S. Code, Section 8521) if you meet the following federal service criteria:

- You must have completed your first full term of active service.
- You must have been separated from military service under honorable conditions.

• If you were discharged before completing your first full term of service, you must have been separated for:

- 1) the convenience of the government;
- 2) medical reasons, pregnancy, or parenthood;
- 3) hardship, or
- 4) personality disorder or inaptitude, but only if the service was continuous for 365 days or more.

Benefits are payable six weeks after you are separated.

The local office of the state employment service should be contacted to determine eligibility. If there is no office in your locality, ask the local postmaster for the address of the nearest office. In applying, bring in form DD 214N, your social security card, and record of civilian employment, if any, both before and after military service.

Veterans Preference in Civil Service Employment

A veteran who's disabled or below the rank of major or the equivalent may be eligible for preference in competitive examinations for an original Civil Service appointment.

Five points are added to the earned rating of an applicant who makes a passing grade and is an honorably separated veteran who served on active duty in the armed forces:

- During any war (the official dates for war service are April 6, 1917, to July 2, 1921, and Dec. 7, 1941, to April 28, 1952).
- During the period April 28, 1952, to July 1, 1955.
- In a campaign or expedition for which a campaign badge or service medal has been authorized.
- For more than 180 consecutive days, any part of which occurred after Jan. 31, 1955, and before Oct. 15, 1976, not counting an initial period of active duty for training under the six-month Reserve or National Guard programs.

Ten points are added to the earned rating of an applicant who: a) makes a passing grade and who establishes a

claim to preferences having active wartime or peacetime service and has a service-connected disability, or b) is receiving compensation, disability retirement benefits, or pension under the laws administered by the Veterans Administration, Army, Navy, Air Force, Coast Guard, or Public Health Service.

A veteran who has been awarded the Purple Heart for wounds received in action is considered to have a service-connected disability.

In some cases, a 10-point veteran's preference also may be awarded to the spouse of a 10-point veteran with a service disability, or to:

- The unmarried spouse of an honorably separated veteran who served on active duty during any war, or during the period April 28, 1952, to July 1, 1955, or in any campaign or expedition for which a campaign badge or service medal was authorized. This includes the widow or widower of those who died on active duty during the same periods.
- The mother of a veteran who died under honorable conditions while on active duty during the same period, or who became permanently and totally disabled because of a service-connected disability. She must be widowed, divorced, or separated from the father, or he must be permanently and totally disabled.

VA Educational Assistance to Children, Spouses, and Surviving Spouses of Disabled or Deceased Retirees

Educational assistance is available under the Dependent's Educational Assistance Program to the children, spouses, or surviving spouses of members retired with total and permanent disability, or deceased retired members if their disability or death was a result of service in the armed forces during any period after the beginning of the Spanish-American War on April 21, 1898.

Age limits of children are generally between 18 and 26. But, in some instances, children below or above those age limits who are otherwise eligible may be permitted to receive assistance.

Your Retirement

Application and further information are available from any VA regional office serving the state or area in which the child is living.

GI Bill Educational Benefits

The GI Bill educational benefits for eligible veterans was explained in "Educational Opportunities" in the April 1986 issue of *All Hands* and will appear again in "Veterans Benefits" in the September 1986 issue of *All Hands*.

Dependents Scholarship Program

The Navy has no funds to educate the dependents of our sea service members; however, for the past 30 years we have had a scholarship program funded through the generosity of Navy-oriented organizations to provide financial aid for dependents desiring a college education. Individual sponsors establish their own eligibility criteria, make candidate selection and pay out all monies to recipients. Scholarship amounts range from \$500 to \$2,000 per year.

There are approximately 30 individual scholarships within the program which provide funds for dependent sons/daughters of active duty, retired, disabled and in some cases, honorably discharged members of the Navy, Marine Corps and Coast Guard. Some of the scholarships provide funds for graduate study and funds for spouses who wish to continue their education.

Marine Corps-oriented organizations sponsor additional scholarships limited to Marine Corps dependents only.

Our program booklet also includes other sources of financial aid and two sources of aid for students interested in the health study field.

The scholarship program is open each year from Sept. 1 through the following April 1 to dependent children (including legally adopted and stepchildren) who are unmarried and under age 21, or under age 23 if enrolled in a full time course of study at an accredited institution of higher learning. An applicant may apply for more than one scholarship if he/she

is eligible. High school students should apply at the beginning of their senior year. College students, if under age 23, may apply during any of their four years of study.

The Commander, Naval Military Personnel Command is responsible for updating, printing and distributing the program materials each year. Information and scholarship packets may be obtained after Sept. 1 each year by writing to the Commander Naval Military Personnel Command, (NMPC-121D), Navy Department, Washington, D.C. 20370-5121. Requests must be received in NMPC *no later than* March 15 each year. To expedite receipt of the materials, the applicant should state in the letter that he/she is a qualified USN, USMC or USCG dependent.

Benefits from Private Organizations

Navy Relief Society

Personnel on the retired list of the Regular Navy and Marine Corps and reservists who are in receipt of retired or retainer pay after 20 years' active duty, or who have been medically retired retain their eligibility to use the various services offered by the Navy Relief Society. See "Family Assistance" in the August 1986 issue of *All Hands*.

American Red Cross

The American Red Cross, through the combined efforts of staffs in local chapters and in VA offices, assists in preparing and developing claims for VA benefits.

Chapter and national organization staff help with requests for review and correction of military records. Chapter workers also help with applications for other federal and state benefits, including those available under the Survivor Benefit Plan.

The Red Cross provides information about and help in obtaining needed services from other agencies, offers counsel-

ing in personal and family problems, and assists in planning to meet financial needs.

By agreement with the Navy Relief Society in areas where there is no Navy Relief Auxiliary, Navy and Marine Corps personnel and their dependents may apply for aid through the Red Cross. If Navy Relief authorizes assistance, the Red Cross will advance the funds and be reimbursed by the society.

The local chapter serving your community may be contacted for further information about its program, the services offered and the opportunity for you to serve as a Red Cross volunteer helping other active and former Navy and Marine Corps personnel.

Veterans' and Other Organizations

Seventy organizations, including state agencies, have been authorized to present and prosecute claims to the Veterans Administration on behalf of veterans and their dependents. These are either chartered by Congress, designated by Congress, or otherwise recognized by the VA. Only one organization may represent you at any one time. Contact the local chapter of veterans' organizations for further details.

Death and Burial of Retired Members

The Retired Affairs Division of the Naval Military Personnel Command (NMPC 123) will, upon request from survivors of deceased retirees, inform them of benefits for which they may qualify through the Navy and other agencies by reason of the military service of the deceased.

This service is furnished in lieu of that provided through the Casualty Assistance Calls Program in the case of death of active duty members. This assistance may also be requested from the nearest naval activity.

The surviving spouse or immediate survivor of the retired member may also receive advice and assistance from vari-

Your Retirement

ous service and veterans' organizations. Representatives of these organizations will be glad to furnish aid in completing any required forms and information concerning benefits.

There is no charge for gravesites or for the opening or closing of graves in a national cemetery. However, expenses for preparation, casketing or transportation of remains from the place of death to a national cemetery must be met from private funds.

Both the VA and the Social Security Administration provide partial reimbursement of burial expenses under certain conditions, regardless of whether the burial is in a national cemetery.

A member or former member whose last active service terminated honorably is eligible for burial in a national cemetery, except Arlington, in which grave space is available.

If an individual—retiree or dependent—wishes to be buried at sea or to have cremated remains scattered over the ocean, that request should be in writing. Upon death, the individual designated to make disposition of the remains should contact Office of Medical Affairs through the nearest naval activity who will provide assistance.

A headstone or grave marker is available without charge for any deceased veteran of wartime or peacetime service whose last period of active service was terminated honorably. The VA also will allow a maximum of \$67 toward the purchase price of a headstone or grave marker if it is more desirable to purchase one from a commercial supplier. Application for reimbursement may be made on VA Form 21-8834, Application for Reimbursement of Headstone or Marker Expenses.

An American flag will be furnished by a VA office or a first-class post office to drape the casket of each retired member. The flag is delivered to the next of kin following interment.

The renditions of military ceremonies or honors depends upon the status of the

decedent and upon the availability of American forces troops at an armed forces installation near the national cemetery. If it is determined by the commander of such installation that troops are not available, the next of kin or his representative may be able to arrange for the rendition of honors by members of local veterans organizations.

For more information on death and burial benefits of retired members, see "Survivor Benefits" in the March 1986 issue of *All Hands*.

Checkoff List for Retired Personnel and Survivors

The head of a family should make things easier for that family by having papers in order so as to inform dependents of their rights and benefits.

Retired Members

Protect your family. Read and review the *Navy Guide for Retired Personnel* (see the publications chart accompanying this story) with your family. Keep them informed of their rights and benefits. Complete the Record of Personal Affairs found in the guide.

Keep your address current. Notify, as appropriate, the Naval Reserve Personnel Center, Navy Finance Center, Veterans Administration and the Naval Military Personnel Command.

Safeguard your records. Keep copies of your naval records and retirement papers in a safe place. Members who elected participation under the Survivor Benefit Plan should include information to that effect. Pre-Sept. 21, 1972, retirees who retained coverage under the Retired Servicemen's Family Protection Plan (RSFPP) should keep RSFPP Election Notice with important papers. Information from these records will be needed to apply for certain benefits.

Keep your beneficiary current. Make changes as necessary due to changes in marital status, deaths, etc.

Correspondence concerning benefits.

In all correspondence, identify yourself completely by full name, rank/rate, service/file number, Social Security Number and branch of service. If corresponding with the VA, include your claim number.

Periodic check on Social Security.

Check your insurance policies periodically to ensure current beneficiary. Holders of term contracts should consider converting to permanent plan insurance.

Obtain and read the applicable publications in the accompanying list.

Survivors

Burial in a national cemetery, reimbursement of burial expenses and headstone information described above.

Notification in the event of member's death. Immediately upon death of retired member, forward one copy of death certificate to the Navy Finance Center. Give current address for yourself or executor of estate. This will assist in expediting payment of survivor benefits.

Review the Personal Affairs Records. Verify essential information concerning retired member and location of important documents.

Benefits for survivors. Don't hesitate to apply for any benefits to which you think you are entitled. Enclose all documents required by application.

Advice and assistance. Contact the VA, Red Cross, appropriate organizations, Retired Affairs Division of the Naval Military Personnel Command, or any naval activity for additional information and help.

Publications of Interest to Retirees

Retirement and Other Benefits

Disability Evaluation Manual (SEC-NAVINST 1850.4A) contains information about procedures leading to dis-

Your Retirement

ability retirement or discharge of the active duty member.

Federal Benefits for Veterans and Dependents (VA Fact Sheet IS-1) Washington, Government Printing Office. Contains general information concerning most federal benefits enacted by the Congress for veterans, their dependents and beneficiaries.

Once a Veteran (NAVEDTRA 46602 series). American Forces Information Service, Department of Defense. Contains information on benefits available from the Veterans Administration and other federal agencies for service members to be released from active duty.

Reference Guide to Employment Activities of Retired Naval Personnel (NAVSO P-1778). Office of the Judge Advocate General, Department of the Navy, 200 Stovall St., Alexandria, Va. 22332. Explains the Dual Compensation Act, conflict of interest and other restrictions on civilian employment.

Your Social Security. Social Security Administration, U.S. Department of Health and Human Services. Contains information concerning Social Security benefits as a result of service.

Your Personal Affairs (NAVEDTRA 46600 series). Office of Information for the Armed Forces, Department of Defense. Contains general information about matters affecting the personal affairs, including insurance and benefits, of service members and their families.

Veterans Preference in Federal Employment (EV 2), U.S. Office of Personnel Management, Washington, D.C., Government Printing Office. Explains the various restrictions imposed upon retired military personnel in federal employment.

Federal Job Information Centers Directory (BRE-9), U.S. Office of Personnel Management, Washington, D.C. 20415. This is a comprehensive listing of Federal Job Information Centers throughout the United States where answers can be provided to questions about federal employment.

Tax and Insurance

Armed Forces Federal Income Tax (NAVSO P-1983), Office of the Judge Advocate General, Navy Department, 200 Stovall St., Alexandria, Va. 22332. Covers most of the federal income tax problems.

Tax Credit for the Elderly (Publication No. 524). This document may be obtained free from District Directors of the Internal Revenue Service.

National Service Life Insurance (VA Pamphlet 90-3). Veterans Administration. Contains information on premium rates on National Service Life Insurance.

United States Government Life Insurance (VA Pamphlet 9-1). Veterans Administration. Contains information on premium rates on United States Government Life Insurance.

Servicemen's and Veterans Group Life Insurance Handbook (Handbook 29-75-1). Veterans Administration. Contains general information on Servicemen's Group Life Insurance and Veterans Group Life Insurance.

Survivor Benefit Plan for Retired Members of the Uniformed Services (NAVEDTRA 46605C, Revised 1984). American Forces Information Service, Department of Defense. Contains information about the Survivor Benefit Plan under which members of the armed forces can provide incomes for their widows and eligible surviving children after their death. (Each prospective retiree should be provided a copy.)

Additionally, the three publications described below contain comprehensive, up-to-date information on military retirement that the retiree should find particularly useful.

Navy Guide for Retired Personnel and Their Families, (NAVPER 15891 series). Provides detailed information on retired rights, benefits and privileges. In accordance with *MilPers Manual* article 6220120, this publication will be provided to career personnel prior to retirement. Copies may be ordered in accordance

with NAVSUP 2002, COG I stock No. 0500-LP-345-1021. After retirement, current editions may be purchased from the Superintendent of Documents, GPO, Washington, D.C. 20402.

Shift Colors (formerly the *Retired Naval Personnel Newsletter*). Published tri-annually, updates information provided in the Navy Guide for *Retired Personnel and Their Families* and serves as an official line of communication between the Navy and members of the retired community to keep them informed of new legislation, significant changes in regulations and policy, and recent developments in the Navy. Retirees' names are entered automatically on the subscription list. Members who, for some reason, do not receive an issue within six months after retirement should contact the Commanding Officer, Naval Reserve Personnel Center, Code 03, New Orleans, La. 70149

Periodicals

All Hands, Magazine of the U.S. Navy. Navy Internal Relations Activity, Print Media Division, Rm. 8N11, Hoffman No. 2, 200 Stovall St., Alexandria, Va. 22332-2200.

Naval Affairs. Fleet Reserve Association, 1303 New Hampshire Avenue, NW, Washington, D.C. 20036

Sea Power. Navy League of the United States, 818 18th Street, SW, Washington, D.C. 20006.

The Retired Officer. Retired Officers Association, 201 North Washington St., Alexandria, Va. 22314.

The United States Naval Institute Proceedings, United States Naval Institute, Annapolis, Md. 21402.

REMINDER:

A limited number of additional copies of this article, and of each *All Hands* issue containing "Navy Rights & Benefits," are available from: Dept. of Navy, NMPC-05, PAO, Washington, D.C. 20370.

Your Retirement

Where To Go For Information			
IF YOU HAVE QUESTIONS	GET ANSWERS FROM:	IF YOU HAVE QUESTIONS:	GET ANSWERS FROM:
Your orders transferring you to the Navy's retired/Fleet Reserve list	Director, Retirement/Fleet Reserve Div. Naval Military Personnel Command (NMPC 23) Washington, D.C. 20370-5233	Government publications	Superintendent of Documents U.S. Government Printing Office Washington, D.C. 20402
Service Record information and verification of dependent ID cards	Naval Reserve Personnel Center New Orleans, La. 70149-7800	Uniformed Services Health Benefits Program (USHBP) or the Civilian Health and Medical Program of the Uniformed Services (CHAMPUS)	The Health Benefits Counselor at the nearest Navy or Marine Corps command or, CHAMPUS Information Aurora, Co. 80045
Retired pay and allowances, SBP annuities or arrears of pay	Navy Finance Center Retired Pay Department (NFC-30) Anthony J. Celebrezze Federal Building Cleveland, Ohio 44199-2058	Admission to the United States Naval Home	Governor, United States Naval Home 01800 East Beach Blvd Gulfport, Miss. 39501-1793
Miscellaneous Navy retirement assistance	Retired Affairs Division Naval Military Personnel Command (NMPC 123) Navy Department Washington, D.C. 20370-5123	Federal government Civil Service retirement system	Bureau of Retirement Insurance and Occupational Health U.S. Civil Service Commission Washington, D.C. 20415
Who to notify when retiree dies	Navy Finance Center Retired Pay Department (NFC-302) Anthony J. Celebrezze Federal Building Cleveland, Ohio 44199-2058	Financial aid programs under the U.S. Office of Education	Dept. of Education Washington, D.C. 20202
Change of next of kin or beneficiary if you hold National Service Life Insurance or United States Government Life Insurance	The Veterans Administration office that maintains your insurance records	Education scholarships under Dependents' Scholarship Program	Community and Personal Services Division Naval Military Personnel Command (NMPC 121D) Washington, D.C. 20370-5121
If you hold Servicemen's Group Life Insurance	Office of Servicemen's Group Life Insurance 213 Washington St., Newark, N.J. 07102	Assistance from the Navy Relief Society	The local chapter of the Navy Relief Society or, The local chapter of the American Red Cross or, Headquarters, Navy Relief Society Room 1228, 801 North Randolph St. Arlington, Va. 22203-1989
Verification and issuance of medals or unit awards	National Personnel Records Center Military Records Branch 9700 Page Boulevard St. Louis, Mo. 63132	Assistance to survivors of deceased retirees	Retired Affairs Division Naval Military Personnel Command (NMPC 123) Washington, D.C. 20370-5122
Articles, books, scripts or speeches you have prepared for commercial publication and desire a review of for security, accuracy, and policy	Office of the Chief of Information (OI-211), Navy Department Washington, D.C. 20350-1200	Application for headstone or grave marker	Director, Monument Service Veterans Administration 811 Vermont Avenue, NW Washington, D.C. 20420
Passports	Passport Office Department of State Washington, D.C. 20524		

Retiring at last—but there's paperwork to do!

Retiring from the Navy can go smoothly if you know what to do and when to do it. The key to an easy retirement process, as Capt. William C. Krieg found out, is pre-planning. Initiating the paperwork early, following it through and, more importantly, having patience with the entire process can help keep frustrations to a minimum.

Krieg retired after 27 years in the Navy as a Supply Corps officer. He felt the

Navy had been good to him and his family, but he had dreams of moving to Tampa, Fla., with his wife, getting in some deep-sea fishing and going to the beach as often as possible. He had decided the time had come to make those dreams a reality, so he started making plans to retire.

Krieg looked through the Naval Military Personnel Command Manual to find what he needed to do. He learned he had to start his paperwork nine to 12 months before his desired date of retirement. He planned to leave the Navy in August 1986, and he wanted to give himself time to solve any potential problems in his retirement process. So, within the recommended timeframe, he wrote his letter requesting retirement and kept



Your Retirement

track of it as it went through the chain of command up to the Secretary of the Navy. Once his request was approved, his orders were cut at Naval Military Personnel Command and forwarded to his local Pay/Personnel Administrative Support System office.

From then on it was easy sailing for Krieg because he worked closely with PASS. He completed the necessary paperwork in time to leave the Navy in May 1986—three months before his retirement date—and take advantage of nearly 90 days of terminal leave.

Krieg said that sailors getting ready to retire shouldn't be fooled, though. Filling out the paperwork and coordinating with PASS takes time, and he said there seemed to be more paperwork to handle when he retired than when he joined the Navy. If you leave your retirement request to the last minute, your retirement date could be delayed.

Once Krieg's letter went through, PASS sent him a package of forms:

- to enable him to get paid and to make out allotments;
- to apply for a retiree ID Card so he could use his medical benefits and base privileges;
- to get insurance coverage from the Veteran's Group Life Insurance or update the Servicemen's Group Life Insurance;
- to participate in the Survivor Benefit Plan;
- to indicate future employment with a defense-related agency; and
- to supply necessary personal data.

Krieg made copies of his medical and dental records and received a complete physical before retiring. At that point, PASS was ready to work with him to process more forms:

- NavCompt Form 2272, "Navy Retired/Retainer Pay Data Form," which was sent to the Navy Finance Center, Cleveland, Ohio, 45 days before his retirement date so he could receive his retainer checks;
- DD Form 214, "Certificate of Discharge," which documented his accomplishments while on active duty, includ-

ing training courses, and the status of his separation;

- NavCompt Form 3067, a detaching endorsement, which is sent to the Navy Finance Center to close his active duty pay account and open his retired pay account;

- Record of emergency data, which shows his dependency status and his SBP election;

- VGLI/SGLI insurance forms to designate his beneficiaries; and

- ID card applications for him and his dependents.

PASS processes all of this information, and Krieg said this is where patience is important. "You're not the only one retiring in the system," he said. "One (PASS) person may be processing 40 to 50 records at once, and your paperwork might be delayed so that someone retiring before you can be pushed through." This sort of delay, however, does not keep a person from retiring on time. It does help if you give the system enough time to process you.

Krieg now is living in Tampa, where he enjoys the life he dreamed about a year and a half ago. There are some drawbacks, though. "It's hard reorienting myself to being away from the rigid schedule I was on in the Washington area, but it's probably more of a shock to my wife. Now I sit, drink coffee, and read the paper every morning for more than an hour, which is something I'd never done before, except on Sunday."

But that probably won't be a problem for long. Krieg knew he would not be able to live off his pension check, and his early retirement experience confirmed his suspicions. "I'll say one thing, you cannot live on that pension you receive," he said. "You have to make sure you're receptive in your mind that you're going to start a second career."

Krieg had organized his resumé and sent it to 10 major firms in Tampa for positions he felt qualified for with his Navy background in program management, government acquisitions, contracting and procurement.

He admitted feeling some anxiety about tackling the civilian job market after working for the government for 27 years. "After all those years of sitting on the other end of the table and doing the interviewing, it was quite a change to be on the opposite side responding to the questions. But I know I made a wise choice by sending my resumé to several firms."

Being interviewed for jobs three months *before* you retire is just one of the benefits that came from that key to successful retirement—advance planning.

—Story by Candace Sams

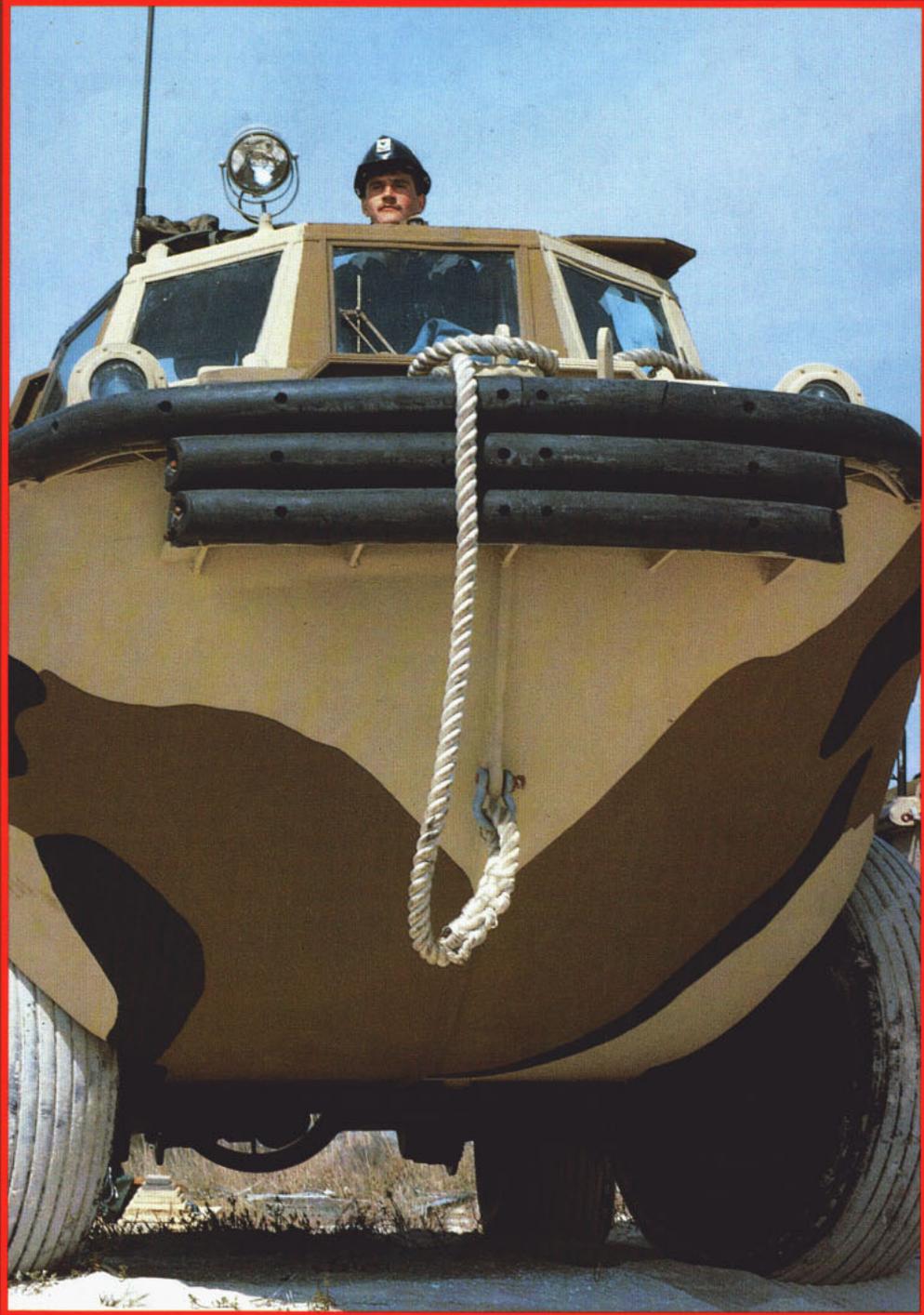
The Retired Personnel Support Branch of Naval Military Personnel Command coordinates retiree seminars every fall. Held at bases and stations throughout the United States, the seminars update retirement benefits, including CHAMPUS eligibility, VA benefits, military retirement pay processes, retirement ID cards, Uniformed Health Services and Social Security. Investment advice, education opportunities, job-hunting tips, resumé writing and the like are generally *not* covered in such seminars.

Invitations are sent out to retirees who live within a 200-mile radius of a naval station holding the seminars. A Retired Affairs Officer located at many base Navy Family Service Centers serves as the point of contact for the seminars and for any retirement information. Retirees outside the 200-mile range should contact the nearest base RAO if they wish to attend a seminar.

Another good source of information for retirees is *Shift Colors*, a newsletter distributed three times a year from NMPC. It gives the latest information about laws affecting retirees, social security, DEERS, the Veterans Administration and ID Cards. □



Adm. James D. Watkins recently received the NAACP's annual Meritorious Service Award for his work in promoting the goals of the NAACP. Watkins increased minority participation in meaningful roles of leadership in the Navy, according to Dr. Benjamin L. Hooks, executive director and chief executive officer of the association. Photo by PH1 Chuck Mussi.



Agile Sword '86 • Page 8